NEWSRAIL

MARCH 2002

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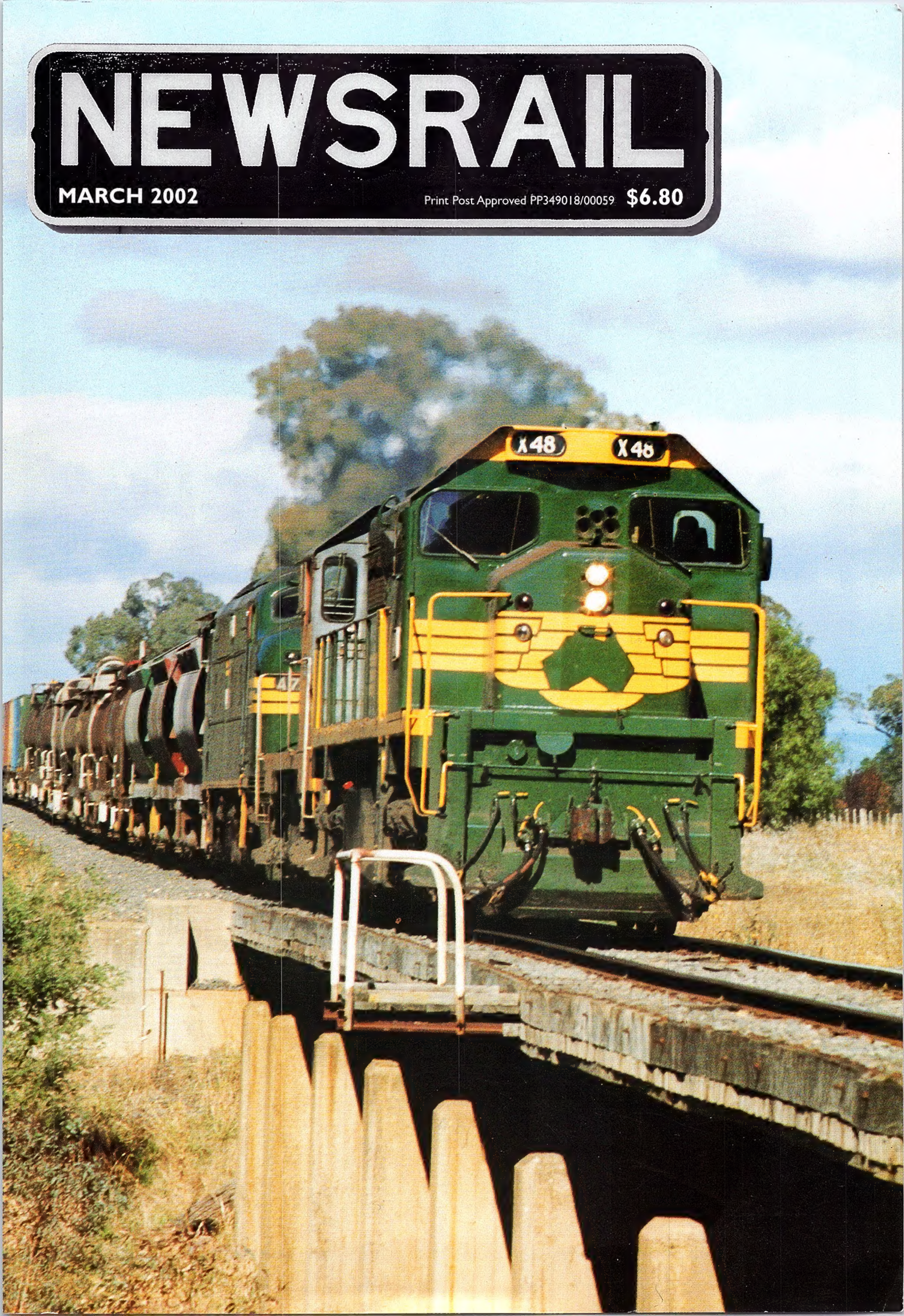

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HISTORIA NOSTRA VIA PEREGRINARI FERRET
FOR ALL WHO ARE INTERESTED IN RAILWAYS

NEWSRAIL
ESTABLISHED 1973

THE MAGAZINE OF THE AUSTRALIAN RAILWAY HISTORICAL SOCIETY
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FRONT COVER: X48 leads heritage listed T363 (WCR) and A77 on 9351 down Tocumwal goods over Hughes Creek near Mangalore on Sat.28.4.2001 *Peter Foote*

OPPOSITE: 'The best of the best' S300 hauls the *Spirit of Progress* near the North Essendon (which was renamed Strathmore on 1.3.55) station in July 1947. The scene in the background has certainly changed with the building of the Tullamarine Freeway *Public Records Office Neg. H-3912*

GENERAL NEWS

A monthly round-up of Victorian railway news and events

CALENDAR

MARCH

ANNIVERSARIES

1st, 1902: Opening of Colac to Beech Forest line. (100)

4th, 1957: Closure of Birregurra to Forrest line. (45)

5th, 1922: Electrification of Flinders Street - Oakleigh and Caulfield - Glenhuntly lines. (80)

6th, 1972: Last postal motor service withdrawn, Piangil - Kooloonong. (30)

15th, 1997: Premier Kennett flags privatisation of the PTC within two years. (5)

16th, 1932: First flashing light signals in Victoria installed at Moorabbin Road level crossing, Mentone. (70)

18th, 1887: Opening of Heyfield to Maffra line. (115)

18th, 1892: Opening of Rokeby to Neerim line. (110)

21st, 1942: General Douglas Macarthur arrived Melbourne from Adelaide in a special car attached to the *Overland* – to assume command of Allied forces in the SW Pacific. (60)

21st, 1977: Introduction of automatic ticket machines at St Kilda and Heidelberg. (25)

23rd, 1992: Trials commenced at the new Dudley Street car wash. (10)

25th, 1987: Closure of Williamstown to Williamstown Pier line. (15)

27th, 1917: Opening of Neerim South to Nayook line. (85)

31st, 1957: Closure of Hernes Oak to Yallourn line. (45)

31st, 1972: Last year of operation of the Easter daylight rail service to Adelaide. (30)

1972: The *Bland Report* was presented to state government recommending closure of non-viable lines and replacement of non-profitable services. (30)

APRIL

ANNIVERSARIES

5th, 1892: Opening of Timboon Junction to Timboon line. (110)

5th, 1962: Official opening of the South Dynon loco depot. (40)

6th, 1892: Opening of Lancefield to Kilmore line. (110)

8th, 1972: Automatic signalling installed from Macaulay to Royal Park. (30)

11th, 1862: Railway opened between North Geelong and Ballarat. (140)

12th, 1962: VIP run of the *Southern Aurora* from Sydney to Melbourne. (40)

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NEW OWNER OF NATIONAL RAIL/FREIGHTCORP ANNOUNCED

On Thurs.31.1, it was announced that National Rail and FreightCorp had been sold for $1.172 billion to the National Rail Consortium Pty Ltd that is jointly owned by the Lang Corporation and Toll Holdings.

The transaction comprised $936 million for the purchase of the companies, $118 million for the assumption of net debt and a $118 million commitment to FreightCorp grain operations (the exact nature of this commitment is unclear, although the new owners have agreed to build two new grain terminals).

The consortium has also made a commitment to invest up to $50 million towards upgrading the Melbourne - Perth and Sydney - Brisbane lines to allow:

- Double stack container trains to run from Melbourne to Perth via Parkes.
- Reduce transit times between Sydney and Brisbane.

This investment will depend upon the NSW and Federal Governments reaching an agreement that will allow the Australian Rail Track Corporation (ARTC) to lease the NSW sections of the interstate rail system. Currently, it is expected that the two governments will make a decision by the end of March 2002 when the ARTC submits its leasing proposal.

The consortium will acquire 448 locomotives and 10 214 wagons, although it must sell 120 surplus locomotives and 650 surplus wagons to other rail operators as a condition of the sale (it is unclear which classes of locomotives and wagons will be sold).

The consortium has also given the 3 200 employees of National Rail and FreightCorp a three year job guarantee.

Toll Managing Director Mr Paul Little said that he expected the new entity to be earnings-per-share positive from the first full year of operation.

National Rail and FreightCorp will operate independently under their old names for the time being, although it is planned to merge them with the Toll and Lang rail arms.

Mr Little said, 'The basic rule is that you're not going to need four of everything, so initially it would be areas such as administration, sales, management and technology where we'd be looking to reduce numbers.'

Mr Little indicated that there would be a name change for the new entity in the future.

Lang Corporation Managing Director Mr Chris Corrigan said that he expected to double the amount of freight the two railways carried over the next three to four years. 'Rail's overall share (of the market) is low, so this is not too ambitious' he said. [NEWSRAIL note: Presumably Mr Corrigan is excluding the coal component of FreightCorp and is only referring to FreightCorp's container and general freight businesses. Trying to double the amount of coal carried by FreightCorp would be a very difficult task.]

Mr Stephen O'Donnell has been appointed as the Chief Executive of the National Rail Consortium Pty Ltd. Mr O'Donnell is an engineer who previously worked for Pasminco and MIM.

Mr O'Donnell will report to a board consisting of two Patrick and two Toll people that will be chaired by Mr Little.

STOCK MARKET REACTION TO NATIONAL RAIL/ FREIGHTCORP PURCHASE

The stock market re-acted favourably to the Lang Corporation/Toll Holdings purchase of National Rail and Freight Corp.

By close of trading on Thurs.31.1, Lang Corporation shares had risen by $2.42 to $13.50, whilst Toll's shares rose by $3.63 to $30.

FREIGHT AUSTRALIA'S POSITION AFTER THE NATIONAL RAIL/ FREIGHTCORP SALE

Freight Australia was one of the losing bidders, although media reports indicated that its bid was highly competitive.

On Fri.1.2, the *Australian Financial Review* indicated that the Freight Australia bid was only $50 million short of the winning bid, although it was based on a higher level of debt.

Freight Australia Chief Executive Mr Marinus van Onselen said that the competitive environment had now been re-shaped. 'We will spend money on capital equipment to expand our business organically,' he said. 'We will

MULTI-UNIT OPERATIONS AT MIDDLE FOOTSCRAY

Above: G519-G520-G541-G530 on a SCT transfer move from South Dynon Loco to Laverton to pick up their train before crossing the continent to Perth. The first wagon is the fuel tanker used to fuel the locos on the move. Fri.18.1

Below: L254-L251-L265-42211-GNR10 haul a single wheat hopper towards West Footscray on a transfer move to the ATN depot at McIntyre Loop. Fri.18.1 *Both photos Ian Green*

GENERAL NEWS

provide a viable alternative to the new organisation, should clients want it.

RAIL'S SHARE OF THE INTERSTATE FREIGHT MARKET

As mentioned in the previous item, the new owners of National Rail and FreightCorp aim to double the volume of interstate freight carried by rail. This will be partially achieved by Toll Holdings shifting a larger proportion of their freight movements from road to rail (currently, Toll only uses rail to shift 20% of its business). Set out alongside is a table summarising rail's share on the interstate lines in the 1999/2000 financial year.

At present, the total volume of interstate intermodal freight in Australia is 26.9 million tonnes per annum, of which rail's total national share is 22% or 5.9 million tonnes per annum. The Deutsche Bank says that this has the potential to increase by 50% nationally to 9 million tonnes per annum over the next five years (a more conservative view when compared to that taken by Mr Little of Toll Holdings and Mr Corrigan of the Lang Corporation).

According to Mr Mike Steketee's in the *Australian* on Fri.1.2, rail's share of the freight business between Sydney and Melbourne was once as high as 49% (in 1971).

RAIL'S SHARE OF THE INTERSTATE FREIGHT MARKET

Corridor	Rail's share	Road's share	Sea's share	Other (not identified, but presumably sea)	Total
Sydney - Melbourne	10%	90%	–	–	100%
Sydney - Brisbane	19%	78%	–	3%	100%
Melbourne - Brisbane	21%	79%	–	–	100%
Sydney - Perth	65%	28%	7%	–	100%
Melbourne - Adelaide	21%	79%	–	–	100%
Melbourne - Perth	70%	23%	7%	–	100%

Source: Interstate Rail Network Audit – Audit of ARTC Performance Targets. Available on the Australian Rail Track Corporation website.

A BRIEF OVERVIEW OF LANG CORPORATION AND TOLL HOLDINGS

On Fri.1.2 the *Age* published a brief overview on Lang Corporation and Toll Holdings that is reproduced below:

LANG CORPORATION

- Lang owns Patrick Stevedores, which operates container and general stevedoring operations at major Australian ports.
- Patrick is one of the two major stevedores in Australian ports (the other is P&O).
- Lang also has land-based logistics through the acquisition of TDG Logistics and an arm of Mayne Nickless.
- Patrick Rail is Australia's third-largest private rail operator. It runs trains five to six times a week between Adelaide and Melbourne, and runs its own 'on-dock' rail at East Swanson Dock (Victoria) and Port Botany (NSW) terminals.
- Patrick operates a shipping service between Melbourne and Tasmania.
- Lang and Patrick were at the forefront of the bitter waterfront dispute of 1998 when Lang fought the Maritime Union of Australia over productivity and working conditions on Australia's docks.

TOLL HOLDINGS

- Toll is an integrated logistics provider with extensive operations in road, rail and the ports. Key market sectors are automotive, beverages, food and retail, industrial and removals.
- Founded in 1888 by Albert Toll in Newcastle hauling coal with horse and cart. Sold in 1986 to a management buy-out team led by current Managing Director Mr Paul Little.
- Has grown by acquisitions and organic growth. Key acquisitions include parts or all of Brambles, TNT, Mayne Nickless, Removals Australia, Finemores, ARN Logistics, Strang Stevedoring and the freight and logistics operations of Wesfarmers in Western Australia.
- Manages the ports of Geelong and Hastings in Victoria.
- Has extensive stevedoring operations at the ports of Melbourne, Newcastle, Port Kembla, Geelong and Hastings.
- Toll operates transcontinental and east-coast rail freight services through third party operators.

A key difference between the two companies is that the Lang Corporation's logistics activities are predominantly centred on the distribution of goods for import and export, whereas Toll is predominantly a road-based interstate haulage business.

EXPERT OPINION

Mr Terry McCrann, a business expert of the *Herald Sun* said the purchase was a brilliant 'old'-decidedly, ancient – technology deal for the 21st century.

It was exactly that amalgamation of old-fashioned rail and 21st century logistics – and transport solutions more widely – that should make it work so well.

On one level snapping up the rail industry was a natural extension of the individual Lang and Toll stories.

Or as Toll chief Paul Little put it, National Rail and FreightCorp were the missing link, putting its existing road transport and other logistics operations together with rail. Similarly with its partner Lang. It branches out from the wharves into rail networks that obviously bring the containers to and take them away from ports.

In the case of Toll it allows the company to offer a much wider range of transport services, solutions and an integrated mix. This should make Toll even more dominant in road transport. The same with Lang, which in its case is much more like a vertical integration move offering the chance to re-engineer its existing business on the wharves with the integration of the way the containers arrive, to their movement to and from the ships.

TRANZ SCENIC SALE TO WEST COAST RAILWAY UPDATE

On Fri.30.11.2001, the contract confirming the sale of Tranz Scenic (New Zealand's long distance passenger business) to West Coast Railway (WCR) operators Mr Don Gibson and Mr Gary McDonald was signed.

Under the agreement, Tranz Rail (the privately owned New Zealand rail business selling Tranz Scenic) and WCR are 50-50 partners in a new company that will manage and operate the five Tranz Scenic routes that are being retained. The company will also own all of Tranz Scenic's long distance

GENERAL NEWS

NR90-DL45-DL43 haul 5NP2 through Brooklyn on Sat.1.7.2000 *D Matham*

passenger rollingstock and associated assets (see note below).

Both partners will contribute $5 million in equity into the new company with the ASB Bank providing additional finance.

Existing Tranz Scenic staff will be offered positions with the new company and will be seconded to the new operation under the current workplace agreement until new employment contracts are in place.

Mr Michael Beard, Tranz Rail Managing Director, said 'Our new partners run passenger train services in Victoria and we have always seen additional benefits from a long-distance passenger service run by a specialist operator. We have decided to retain a positive financial investment in the new holding company. We will not play an active role in its management but our continued involvement will ensure effective co-ordination on issues such as track access. Tranz Rail will also have representatives on the board.'

On Wed.19.12.2001, the sale was settled.

The new company – Tranz Scenic 2001 Ltd – formed to run the Tranz Scenic operation has Tranz Rail retaining a 50% passive stake in the business, whilst Mr Gibson and Mr McDonald manage and operate the business.

Note: Assets include 13 mainline locomotives, nine other locomotives, 76 carriages, three railcar sets, 16 power/observation vans, brands, selected station buildings around the country and carriage maintenance depots in Christchurch and Otahuhu.

LATEST ISSUE OF TRACK RECORD RELEASED

On Mon.14.1, the Minister for Transport, Mr Peter Batchelor, released the latest issue of *Track Record,* the quarterly publication that details the performance results of Victoria's public transport operators. This particular issue (*Track Record 8*) contains performance results for the July to September 2001 quarter.

The highlight of the report was that Victoria's public transport operators have recorded their best performance result since privatisation of the system in August 1999, with improvements in key areas of punctuality and service cancellations.

'The transport operators should be proud of the latest results which demonstrate a determined effort to improve on previous performance results,' Mr Batchelor said.

'The two metropolitan train and two tram operators were rewarded for their achievements in meeting and exceeding performance indicators for all services, receiving a total of $4.2 million in bonus payments.

'This is five times better than the next best quarter in January to March 2001 and easily the best result since privatisation in August 1999.'

Mr Batchelor said that while the companies' improved performance was welcomed, the government was continuing discussions with the operators to explore ways to overcome shortcomings in the privatisation model, particularly improvements to the ticketing system to meet commuters' expectations.

The performance of V/Line Passenger was the only exception to the improved results, incurring a penalty of $709 000.

During the September quarter bonuses were paid for exceeding performance targets as follows:

- M> Train – $1.666 million;
- Connex Trains – $1.140 million;
- Yarra Trams – $842 000;
- M> Tram – $560 000.

Key results for the July to September 2001 quarter include:

- M>Train and M>Tram improved their punctuality compared to the September quarter 2000, averaging 97.2 % and 72.3 % respectively;
- Considerable improvement in service reliability by M>Tram with the rate of cancellations over the past year falling from 1.4 % to 0.4 %;
- Connex Trains' cancellations returned to the same low level of 12 months ago;
- Performance by V/Line Passenger trains declined in comparison with the previous quarter, with a doubling of its percentage of services cancelled;
- Yarra Trams recorded a significant improvement in overall customer satisfaction;
- The report also recorded a considerable drop in satisfaction towards passenger comfort on V/Line Passenger.

Track Record 8 also shows that from July to September 2001:

- 97.2% of M>Train trains ran on time while only 0.4% were cancelled – a drop from 0.7% in the previous quarter;
- 96.8% of Connex Trains were punctual, while 0.3% were cancelled;
- 93.8% of V/Line Passenger trains ran on time and experienced an increase in cancellations from 0.2% in the June quarter to 0.4%;
- 72.3% of M>Tram trams ran on time and demonstrated a decrease from 0.7% in the previous quarter to 0.4% in cancellations;
- 72.4% of Yarra Trams were punctual and remained consistent with cancellations at 0.2%.

MELBOURNE AIRPORT RAIL LINK NOT TO PROCEED

On Fri.18.1, the Minister for Transport, Mr Peter Batchelor, announced that the rail link to Melbourne Airport

GENERAL NEWS

Sprinter 7017 on the 1310 down Kyneton waits at St. Albans for the boom barriers to lower. The up platform this photo was taken from has been closed and a new one opened opposite the down platform. Wed.25.4.2001 *Jeff Bounds*

would not proceed and that it was unlikely to do so for at least 10 years.

The government's decision was based on a report completed by Booz-Allen and Hamilton in which it was indicated that:

- An extra 10 million people were likely to travel to and from the airport by 2009, but only 750 000 extra travellers would use public transport.
- Government subsidies of between $350 million and $450 million over 10 years would be needed to run the service.
- Patronage would be similar to that being achieved on the Sydney and Brisbane rail links – both of which have failed to perform as well as expected.

Mr Batchelor said, 'Given the likely low patronage, a rail link is not viable and it would be financially irresponsible for the government to proceed with the project at this stage.'

Mr Batchelor indicated that the government would reserve the land for the preferred rail route via Albion for future use.

ELECTRIFIED SUBURBAN SERVICES TO SYDENHAM COMMENCE

Sydenham electrification was officially opened at a ceremony held at Watergardens station on the morning of Wed.23.1, whilst public services commenced on Sun.27.1. As from this date, there was a substantial increase in the number of trains serving the Sydenham area as illustrated in the table below.

M>Train and the Watergardens shopping centre organised a community day on Sun.27.1 to introduce the new service. The community was encouraged to visit the new Watergardens station from 11 00 to view the platforms, collect timetables and participate in organised festivities, including live music, clowns, magicians, a sausage sizzle and give-aways. All proceeds from the day were given to charity.

A shuttle bus was also run from the shopping centre to the station for the event.

OTHER GENERAL FACTS ON THE SYDENHAM ELECTRIFICATION

The following general facts on this extension to Melbourne's electrified suburban system may be of interest:

- Sydenham electrification cost $44 million to build and was jointly funded by the state government and the National Express Group Australia.
- Thiess Pty. Ltd built the electrification and associated infrastructure, such as the stations and track work at Watergardens.
- Site works commenced in January 2001.
- The project was delivered ahead of schedule and under-budget.
- The first public train to depart Watergardens was the 07 09 up on Sun.27.1, whilst the first public train to arrive at Watergardens was the 07 47 down on Sun.27.1.

EXTENSION OF ELECTRIFIED SERVICES SINCE 1975

Since 1975, the following extensions to the electrified rail system have been opened:

Date opened

20.1.1975: Dandenong - Pakenham (see Note 1)

26.1.1981: City Loop - Caulfield and Burnley groups (see Note 2)

31.10.1982: City Loop - Clifton Hill group

27.11.1983: Altona Junction - Werribee via Paisley

7.1.1985: City Loop - Northern group (St. Albans and Upfield Lines only)

21.1.1985: Altona - Westona

14.4.1985: City Loop - Northern group (all lines)

14.4.1985: Westona - Laverton Junction (see Note 3)

16.2.1987: Pakenham - Warragul (see Note 4)

24.3.1995: Dandenong - Cranbourne (see Note 5)

Notes:

1. The electric traction equipment (overhead, sub-stations, etc.) was already in place when electrified suburban rail ser-

INCREASE IN TRAINS SERVING SYDENHAM AREA

	Up direction			Down direction		
	V/Line services from Sydenham prior to 27.1.02	M>Train services from Watergardens after 27.1.02	Increase	V/Line services to Sydenham prior to 27.1.02	M>Train services to Watergardens after 27.1.02	Increase
Mon. - Fri.	17	55	38	19	55	36
Sat.	6	52	46	7	52	45
Sun.	6	42	36	5	42	37
Services per week	97	369	272	107	369	262

GENERAL NEWS

vices were extended to Pakenham. The section between Dandenong and Warragul had been electrified since 21.7.1954.

2. Museum station and the City Loop (Caulfield and Burnley groups) were officially opened on 24.1.1981, although public services did not commence until two days later. The underground stations at Parliament and Flagstaff were opened to the public on 22.1.1983 and 27.5.1985 respectively.
3. The stations at Paisley and Galvin were both closed with the opening of the Werribee via Altona route on 14.4.1985.
4. This service was dieselised from 6.12.1998.
5. The station at Merinda Park was opened in conjunction with the Cranbourne electrification.

(NEWSRAIL thanks Mr Peter Medlin for providing data for the above.)

NUMBER OF PASSENGER TRAINS STOPPING AT SYDENHAM

Date of timetable	Down Mon. - Fri.	Down Sat.	Down Sun.	Up Mon. - Fri.	Up Sat.	Up Sun.
September 1866	3	3	2	3	3	2
1 June 1880	3	3	--	3	3	--
4 October 1920	3	3	--	3 (a)	3 (a)	--
2 May 1960	2	3	--	2 (b)	3	--
3 May 1965	4	3	--	3 (c)	3	--
4 May 1970	3 (d)	3 (d)	--	4	3	--
26 May 1975	6	3	--	7	3	--
30 June 1980	12	3	--	13 (e)	3	--
14 April 1985	12	3	--	13	3	--
6 August 1989	11	2	--	13	3	--
6 August 1995	13	2	--	15	4	--
9 April 2000	19	7	5 (f)	17	6	6 (f)

(a) Two other trains could also be stopped in the up direction at Sydenham if required to pick-up or set-down.
(b) The 17 40 up Bendigo also stopped on Tuesdays and Thursdays.
(c) The 17 20 up Bendigo also stopped on Tuesdays and Thursdays.
(d) Includes two trains that stopped only when required.
(e) The 05 00 up Bendigo also stopped on Mondays.
(f) Sunday trains stopped at Sydenham from 13 October 1996.

FUTURE OF THE ORIGINAL SYDENHAM STATION CURRENTLY UNCLEAR

Currently, the future of the original Sydenham station replaced by the new station at Watergardens following the opening of Sydenham electrification on Sun.27.1 is unclear.

A spokeswoman for the Transport Minister, Ms Melissa Arch, indicated that the government would determine whether it was of heritage significance and if it should be listed on the Heritage Register.

Presumably, the future of the station will become a little clearer once this has been determined.

TIMELINE HISTORY OF SYDENHAM STATION

Set out below is a brief time-line history of Sydenham station:

10 February 1859: The line through to Sunbury was opened for passenger traffic only. Diggers Rest was the only intermediate station between Footscray and Sunbury.

1 March 1859: Keilor Road station (the original name for Sydenham) was opened for business.

11 July 1859: A goods service commenced over the Sunbury line after it was duplicated.

1 April 1887: Renamed Sydenham from Keilor Road.

22 October 1902: Sydenham was interlocked. A 12 lever frame was installed that controlled seven signals and two sets of points (there were three spare levers in the frame).

A single lever auxiliary frame secured by an Annett lock operated the connection between the up line and the siding at the up end.

2 May 1912: Post No.5 (up home signal) was relocated 30 yards (27.4 metres) further out. A crossover was provided at the up end.

June 1912: Tenders to erect the current timber station building were called and awarded in the same month (the contract to erect this building was signed on 24 July 1912).

March 1921: A siding was provided for J Sloane and Sons.

29 April 1926: Interlocked gates and wickets were commissioned and a down departure home signal was provided. A new 21 lever interlocking frame was commissioned at the same time.

7 April 1930: The station master was withdrawn.

23 August 1948: The up end crossover was abolished.

12 December 1948: The following alterations were introduced:

- The Annett locked connection from the up line to the up end of the siding was abolished (presumably the auxiliary frame was abolished at the same time).
- A crossover and a new connection to the siding were provided at the up end.
- The down end crossover was abolished.
- The connection from the down line to the down end of the siding was abolished.
- Additional disc signals were provided.
- Buffers at the down end of the siding were removed and the siding was connected to the down line.

20 March 1963: Post 13 (up distant signal) was relocated 300 yards (274.3 metres) further out.

31 October 1967: The catch points at the down end of the siding were relocated 94 feet (28.7 metres) further out, whilst post 10 was relocated 103 feet (31.4 metres) further out.

22 December 1976: Rotating flashing lights were introduced at the Melton Road level crossing in addition to the interlocked gates.

Mid-1980s: The last wagon load freight traffic ceased. This consisted of QR wagon loads of sleepers for a local plant nursery.

1 April 1986: LCL traffic was no longer accepted at Sydenham with the establishment of the network of 10 urban Freightgates. Parcels and wagon load traffic was still accepted at Sydenham.

23 September 1986: Ground disc 6 was abolished and an additional disc was provided on post 7. Lever 6 worked both discs on post 7.

22 February 1987: Boom barriers replaced the interlocked gates at the Melton Highway level crossing (24.026 km).

The siding on each side of the level crossing was equipped with a 5P switch to activate the crossing when required. Notice boards were also installed on either side of the crossing on the siding. Double line block switching facilities were provided, whilst levers 18, 19, 20 and gate wheel 21 were sleeved normal.

GENERAL NEWS

A three car down Comeng set approaches Sydenham during driver training on Fri.5.10.2001 *Jeff Bounds*

31 May 1989: The goods siding was abolished. The right hand disc on post 7, as well as post 10, post 11 and the down starter on post 12 were abolished. Levers 9, 11, 13, 14 and 15 were sleeved normal.

1 February 1990: Flashing lights were provided at the Calder Park Drive level crossing (25.777 km).

4 August 1995: The upgraded facilities at the station were officially opened. The works undertaken as a part of the upgrade included:

- Fully enclosing the waiting area and fitting this area out with new seats and carpet.
- Installing a new open booking window.
- Providing new toilet and baby change facilities accessed directly from the waiting room. (For a number of years, the only toilet at the station was a portable unit of the type used on construction sites that stood beside the station building at the up end.)
- Repainting the building both internally and externally. The exterior was repainted in the new V/Line Passenger station livery of Heritage red for the roof, Indian red for the windows and trim and wheat for the walls.

13 October 1996: Trains stopped on a regular basis on Sundays at Sydenham. Sunday trains had not regularly stopped at Sydenham since 1 May 1868.

5 March 1998: Automatic ticket issuing machines were commissioned at the station.

25 January 2002: This was the last day that the original Sydenham station was manned. Sydenham for a number of years had only been manned from Monday to Friday in the morning peak (probably since the interlocked gates were replaced by boom barriers).

26 January 2002: The last train served the original Sydenham station.

27 January 2002: Operations commenced from the new Watergardens station.

Changes in the number of passenger trains stopping at Sydenham is summarised in the table on page 73.

STATION NAME PROBLEM

A row has developed over the naming of Watergardens station. The state government has revealed that the station was named after a suggestion from the owners of the nearby Watergardens Town Square shopping centre.

On Wed.13.1 a government spokeswoman said there was no naming rights deal, despite the shopping centre contributing land and funds for the project. She said the shopping centre owner, the Queensland Investment Corporation, had suggested the new name and it was accepted.

Some local residents are upset that Watergardens was chosen and claimed the station should have been called Sydenham as is the line itself and also the nearby former V/Line station.

References

Victorian Railways to '62 by Leo J Harrigan (1962)

Weekly Notice Extracts 1894-1994 by Alan Jungwirth and Keith Lambert (1996)

Brimbank Leader, p.7 Tuesday, 15 January 2002.

Various Country Public Time Table books.

PUSH TO RE-OPEN GORDON STATION

It was noted in the *Ballarat Courier* on Thurs.24.1, that Gordon residents have started a campaign to re-open their railway station.

Some 313 residents have signed a petition calling for the state government to stop trains at the station once again.

The Gordon Advancement Group President, Mr George Gregson, said that the town's population had grown to such an extent that it justified the proposal.

The petition has been presented to Ballarat MLA Mr Geoff Howard and the Moorabool City Council.

Mr Howard said that proof would be required to demonstrate demand for the service. He added 'It would be a lot of expense and the government would have to weigh up whether it would be in the community's interest to commit the funding.'

Mr Howard will present the petition to Parliament and the Minister for Transport, Mr Peter Batchelor.

Mr Howard also indicated that the regional fast train project would need to be taken into consideration given the pressure to have a short transit time between Melbourne and Ballarat with a minimal number of stops.

Passenger trains have not regularly stopped at Gordon since the 'New Deal' timetable was introduced on 4.10.1981. Bungaree was closed to passenger traffic at the same time to assist in the acceleration of Ballarat services.

The historic timber station building at Gordon has been the subject of an on-going ARHS (Victorian Division) restoration program since May 1990. Regular updates on the progress of this restoration are given in the members newsletter. Readers should also refer to the article on Gordon written by Mr Andrew Ward that appeared on p.368 of December 1993 NEWSRAIL.

GENERAL NEWS

UNIQUE DINING CAR EVENT AT ALBURY

On Sat.19.1, the Tamworth Music Train was supposed to leave Melbourne using standard gauge cars sourced from NSW. However, excessive charges associated with the use of these cars south of Albury forced the organisers to look at alternative arrangements.

Eventually, it was decided to run a special broad gauge train from Melbourne to Albury that would connect with the standard gauge Tamworth Music Train at Albury – very much like the arrangements prior to the opening of the standard gauge line through to Melbourne in 1962.

The broad gauge train was hired from West Coast Railway and included its former *Southern Aurora* dining car RMS 2360.

The Tamworth Music Train also included the two RMS dining cars (2358 and 2359) allocated to the NSW Rail Transport Museum.

Consequently, a unique event occurred when the two trains connected at Albury, namely that all three RMS dining cars were in the one place at the one time. It is believed that this is the first time that this has ever occurred at Albury since these cars were completed in 1962.

After making the connection at Albury, the West Coast Railway consist returned to Melbourne with a party from the Rail Tourist Association (who enjoyed a meal in the dining car).

(NEWSRAIL thanks Mr Albert Isaacs for this item.)

QUEENSLAND GOVERNMENT TO FAST TRACK AUSTRALIAN INLAND RAIL EXPRESSWAY

It was noted in an article in the *Age* on Tues.29.1, that the Queensland Government had agreed to fast track the Australian Inland Rail Expressway project.

Mr Everald Compton, Chairman of the project management company, the Australian Transport Energy Corridor (ATEC), said that this was a very significant step forward.

Currently, it is expecteded that stage one of the project – the section of line between Melbourne and Goondiwindi – will be completed by the end of 2003 at a cost of $350 million (all funding being underwritten by the private sector).

The original Sydenham platforms. N464 on the 1750 down Kyneton service waiting line clear on Mon.30.4.2001 *Jeff Bounds*

The ATEC and its consortium partner, the Australian Rail Track Corporation (ARTC) have been conducting engineering, environmental and land acquisition work on stage one since November 2001.

The initial plan for stage one is to run trains via Albury, Stockinbingal, Parkes, Dubbo, Gunnedah, Narrabri and Moree to Goondiwindi.

Rail currently has less than 20% of Melbourne - Brisbane freight traffic. Mr Compton indicated that feasibility studies had shown that this project could lift this to 47% and possibly even higher once the link between Goondiwindi and Brisbane via Toowoomba is completed.

FUNCTION HELD AT VIOLET TOWN STATION TO CELEBRATE SERVICE IMPROVEMENT

Between 09 30 and 12 00 on Thurs.31.1, a function was held at Violet Town railway station to celebrate the increase in the number of trains stopping at this station as from Mon.28.1. The function was organised by the local community and included official speeches, music, face painting, balloons and historic photos. Fresh coffee, tea, cakes and sandwiches were also available.

The Minister for Transport, Mr Peter Batchelor, and a number of other government and National Express officials travelled in the economy section of the 07 50 down Albury to attend the function. All up, about 150 people attended the function.

DETAILS OF NEW CONNEX TIMETABLE

Connex introduced a new timetable in conjunction with the M>Train and V/Line Passenger timetable change on Sun.27.1.

Most of the changes made by Connex were minor in nature and focused on departure/arrival time changes of existing services or changes in service stopping patterns.

The only major changes were:

- An additional up train now departs Epping at 05 57.
- The 07 15 down Macleod now departs at 07 14 and has been extended to Greensborough.
- The 07 51 up Macleod now originates from Greensborough at 07 43.
- An additional up train now departs Greensborough at 07 56.
- Additional down Greensborough trains now depart Flinders Street at 08 12 and 09 02.

If YOU are interested in Railways why not join the

AUSTRALIAN RAILWAY HISTORICAL SOCIETY

Victorian Division

Write to the Membership Officer
Box 5177AA
GPO Melbourne 3001

– *Current Status of the* –
ORIGINAL SPIRIT OF PROGRESS CARS

Chris Banger

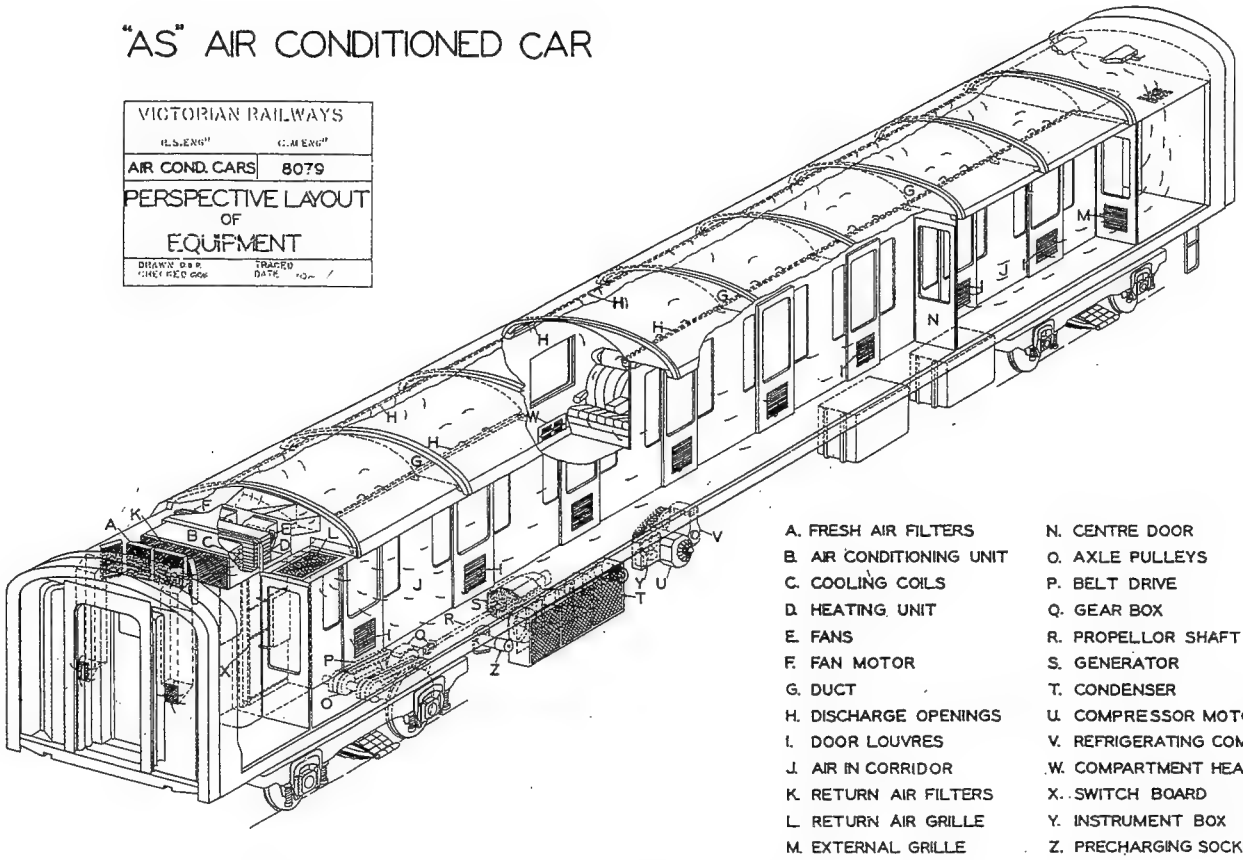
The current status of the first batch of S type carriages built for the *Spirit of Progress* in 1937/38 is set out in the table below. A brief history of subsequent alterations made to each carriage is also included in this table.

Readers wishing to know more about the history of the *Spirit of Progress* service should consult the list of references at the end of this article.

Original coach number/ name	Date outshopped	1939 code	Subsequent alterations	Current location and status
Baggage	18 November 1937	1CS	Outshopped as baggage van 1VHN on 16 March 1962 for service on the standard gauge *Spirit of Progress*. Re-numbered from 1VHN to VHN241 on 10 February 1984. Re-entered service on 30 June 1988 after being repainted in the revised V/Line tangerine livery from blue with yellow stripes (this van was never painted in the tangerine and silver livery introduced with the N sets in 1981). Stored near South Dynon Loco from the late 1980s. During the early 1990s, the possibility of converting the van to a staff car to support No.5 State and replace *Goulburn* was considered, but this did not proceed (BRS228 was selected for this role and was re-named *Mitta Mitta* after it was modified). Converted at Bendigo North Workshops to a test car in February 1993 and used for brake and ride tests. Re-coded CS241 when converted. It was re-painted in a bright yellow livery from the orange and grey some time after conversion – possibly in October 1994 (photos of test car CS241 appear on p.17 of March 1993 and p.17 of November 1994 *Rail News Victoria*. A photo of CS241 in the RTL test train at Shepparton also appears on p.1 of the July 1996 issue of *Rail News Victoria*). Sold to Great Northern Railway in May 2000.	Owned by Great Northern Railway. Stored at Bendigo. Current plans for this van are unknown.
Mail Van	5 April 1938	1DS	Outshopped as baggage van 2CS for service on the *Daylight* on 24 September 1956. Converted to baggage van 2VHN in March 1962 for service on the standard gauge *Spirit of Progress*. Destroyed in a rear end collision at Barnawartha on 17 June 1982 (see p.168 August 1982 NEWSRAIL). Officially written off on 3 March 1983 and the task of scrapping the van at Newport Workshops was completed on 21 September 1984.	Scrapped
1	14 November 1937	1AS	Outshopped with pre-conditioning equipment on 11 March 1960 (see Further Notes section for an explanation of what pre-conditioning means). Outshopped from Ballarat North Workshops as economy class car BS209 on 10 September 1984 after being refurbished internally and repainted in the tangerine and silver stripe livery from the blue and yellow stripe colours. Re-entered service on 2 June 1989 after being repainted in the revised V/Line tangerine livery. Fitted with Harris M car bogies at the same time it was repainted. Made its last revenue run with V/Line on the 06 00 up Traralgon pass. on 9 March 1994. Withdrawn from service on account of wheel flange condition and stored unserviceable at Spencer Street. Transferred to Newport Workshops for storage on 11 May 1994. Sold to Steamrail in October 1995 (see Note 1).	Owned by Steamrail. Held at their Newport depot. Currently not available for traffic.
2	14 November 1937	2AS	Outshopped with pre-conditioning equipment on 12 June 1962. Outshopped from the Ballarat North Workshops as economy class car BS2 (2nd) on 8 October 1982 after being refurbished internally and repainted in the tangerine and silver stripe livery. Number altered to BS202 on 14 December 1984. Outshopped from Ballarat North on 29 September 1986 after being fitted with Harris M car bogies. Re-entered service on 19 December 1986 after being repainted at Ballarat North in the revised V/Line tangerine livery. The bogies were modified to accept Samson brake blocks whilst the car was being repainted. Stored at Newport Workshops from 29 July 1994 after being withdrawn from service. Sold to Steamrail in October 1995 (see Note 1).	Owned by Steamrail. Held at their Newport depot. Currently not available for traffic.

"AS" AIR CONDITIONED CAR

VICTORIAN RAILWAYS	
AIR COND. CARS	8079
PERSPECTIVE LAYOUT OF EQUIPMENT	



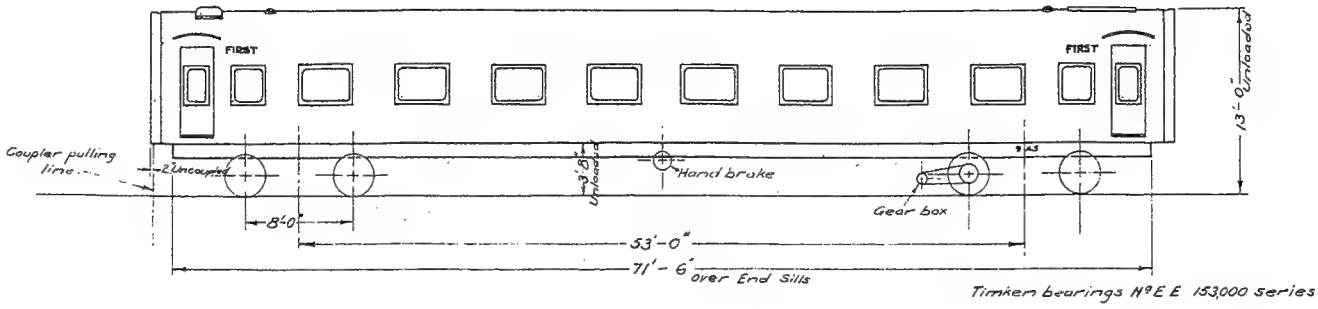
A. FRESH AIR FILTERS
B. AIR CONDITIONING UNIT
C. COOLING COILS
D. HEATING UNIT
E. FANS
F. FAN MOTOR
G. DUCT
H. DISCHARGE OPENINGS
I. DOOR LOUVRES
J. AIR IN CORRIDOR
K. RETURN AIR FILTERS
L. RETURN AIR GRILLE
M. EXTERNAL GRILLE
N. CENTRE DOOR
O. AXLE PULLEYS
P. BELT DRIVE
Q. GEAR BOX
R. PROPELLOR SHAFT
S. GENERATOR
T. CONDENSER
U. COMPRESSOR MOTOR
V. REFRIGERATING COMPRESSOR
W. COMPARTMENT HEATER
X. SWITCH BOARD
Y. INSTRUMENT BOX
Z. PRECHARGING SOCKET

Built at Newport Workshops 1948 – 19
Nos. 9, 10, 11, 12, 13, 14, Total 6

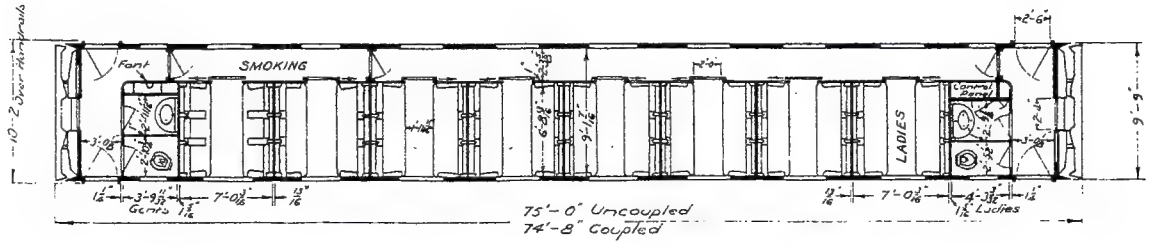
8 Compartments 28
48 Passengers
Air Conditioned

VICTORIAN RAILWAYS
CAR CLASS **AS**

Gen. Arrangt.	Drg. No 8557
Bogies	Drg. No LBT-308
Tare	44 tons 16 cwt 2 qrs 7 lbs
Brake Cylinder	16" dia.
Brake % Air	83·5
Brake % Hand	56·6
Wheel dia.	3'-0½"
Water Capacity	140 gallons



Timken bearings No E E 153,000 series



CURRENT STATUS OF THE ORIGINAL SPIRIT OF PROGRESS CARS (continued)

Original coach number/ name	Date outshopped	1939 code	Subsequent alterations	Current location and status
3	14 November 1937	3AS	Outshopped with pre-conditioning equipment on 29 November 1960. Involved in the Laverton derailment on 20 July 1976 (see p.236 November 1977 NEWSRAIL). Outshopped from the Ballarat North Workshops as economy class car BS211 on 7 August 1984 after being refurbished internally and repainted in the tangerine and silver stripe livery. Outshopped from Ballarat North on 29 October 1986 after being fitted with Harris M car bogies. Re-entered service on 14 October 1988 after being repainted in the revised V/Line tangerine livery. Stored at Newport Workshops from 12 December 1994 after being withdrawn from service. Sold to Seymour Railway Heritage Centre (SRHC) in October 1995 (see Note 1). Delivered to Seymour on 1 November 1995. Authority was granted in 1997 for AS3 (the original code and number was restored by the SRHC) to operate in Victoria at a maximum speed of 115 km/h (see WON 12/97).	Owned by the Seymour Railway Heritage Centre. Held at Seymour. Fit for service.
4	5 April 1938	4AS	Outshopped with pre-conditioning equipment on 8 November 1965. Outshopped from the Ballarat North Workshops as economy class car BS204 on 5 November 1983 after being refurbished internally and repainted in the tangerine and silver stripe livery. Re-entered service on 13 August 1987 after being repainted in the revised V/Line tangerine livery. Withdrawn from service on 23 July 1995 and transferred to Newport Workshops on 24 July 1995. Sold to Seymour Railway Heritage Centre (SRHC) in October 1995 (see Note 1). Delivered to Seymour on 1 November 1995. Authority was granted in 1997 for AS4 (the original code and number was restored by the SRHC) to operate in Victoria at a maximum speed of 115 km/h (see WON 12/97).	Owned by the Seymour Railway Heritage Centre. Held at Seymour. Fit for service.
5	14 November 1937	5AS	Outshopped with pre-conditioning equipment on 13 April 1965. Included in the consist of the last broad gauge *Spirit of Progress* that arrived in Melbourne on 16 April 1962. Outshopped from the Ballarat North Workshops as economy class car BS7 (2nd) on 12 August 1983 after being refurbished internally and repainted in the tangerine and silver stripe livery. Number altered to BS207 in April 1986. Fitted with Harris M car bogies modified to accept Samson brake blocks in July 1986. Re-entered service on 23 December 1987 after being repainted in the revised V/Line tangerine livery. Leased to the West Coast Railway (WCR) in September 1993 and formally sold to the company on Sunday, 9 April 1995. Entered service in the WCR livery of blue, white and grey in November 1998. Fitted with a single retention toilet at one end when repainted (the ladies' toilet at the west end was equipped with the retention unit. The men's toilet at the east end retained the original drop-chute toilet), as well as pneumatically operated end doors, new carpet, new seat covers and curtains.	Owned by West Coast Railway. Used in revenue traffic on the Warrnambool line.
Dining Car	17 November 1937	Dining Car	Fitted with Commonwealth bogies on 5 December 1958. Outshopped with pre-conditioning equipment on 1 December 1959. Made its last run on the broad gauge *Spirit of Progress* on 16 April 1962. Named *Murray* in January 1963. Modified to run off Head End Power (HEP) when required in early 1964. Placed on the standard gauge between 10 April 1964 and 24 July 1964 (see Note 2). The slow combustion stove was replaced by an LPG fired stove in 1965. Electric refrigeration was fitted at the Newport Workshops in September 1970. The tables and chairs were removed in early 1984 to allow *Murray* to be used as a dance car. Re-numbered RS236 at Bendigo North Workshops in March 1985. Outshopped from the Ballarat North Workshops on 5 August 1989 with a bar and refrigerator fitted at the kitchen end of the dining saloon. Repainted in a two tone grey livery from the blue and yellow stripe livery whilst at Ballarat North (this colour scheme was originally introduced for cars used on the 1988 Royal tour by Queen Elizabeth II and the Duke of Edinburgh and was subsequently adopted for special cars). *Murray* was marketed as being a conference car after this modification. Repainted in November 1995 by the Seymour Railway Heritage Centre in a red/brown heritage livery with a fawn roof so as to match other members of the V/Line Passenger classic carriage fleet. Modified to run exclusively off HEP in 1996. After it was repainted, the car was marketed as the *Murray Lounge Car*. In July 1998, the car entered the carriage maintenance depot at Dudley Street to be internally modified to make it a suitable replacement for *Avoca* on the Supertrain Promotions dining car service running between Melbourne and Geelong (*Avoca* had been withdrawn from this service on 15 June 1998 because of its axle bearings, bogie frames and wheels no longer being serviceable). Modifications made to *Murray* included removing the bar, transferring the chairs and tables from *Avoca* to *Murray* and fitting the CD player and speakers from *Avoca*. Outshopped from CMD on 10 July 1998 and made its first revenue run to Geelong on the same night.	Owned by the State. Leased to National Express for the life of the franchise. Currently used on the regular Friday and Saturday dining car service operated during the evening by Supertrain Promotions between Spencer Street and Geelong.

CURRENT STATUS OF THE ORIGINAL SPIRIT OF PROGRESS CARS (continued)

Original coach number/ name	Date outshopped	1939 code	Subsequent alterations	Current location and status
6	14 November 1937	1BS (1st)	Outshopped with air-pre-conditioning equipment on 7 March 1961. Outshopped from the Newport Workshops as cafeteria car 2MRS on 9 July 1977 for service on the Mildura *Vinelander*. Outshopped from Newport on 29 June 1979 after the belt drive used to power the airconditioning and lighting systems was replaced by a Hypoid drive (see Note 3). Outshopped from the Ballarat North Workshops as buffet car BRS226 on 21 April 1984 after being refurbished internally and repainted in the tangerine and silver stripe livery. Outshopped from the Ballarat North Workshops on 24 August 1987 after a number of modifications were made to the buffet (see Note 4). Re-entered service on 9 September 1988 after being repainted in the revised V/Line tangerine livery. Stored at Newport from 13 October 1994 after being withdrawn from service. Sold to the Seymour Railway Heritage Centre (SRHC) in October 1995 (see Note 1). Delivered to Seymour on 1 November 1995. Authority was granted in 1997 for BS1 (the original code and number was restored by the SRHC) to operate in Victoria at a maximum speed of 115 km/h (see WON 12/97).	Owned by the Seymour Railway Heritage Centre. Held at Seymour. Fit for service.
7	14 November 1937	2BS (1st)	Outshopped with pre-conditioning equipment on 28 March 1961. Outshopped from the Newport Workshops as mini-buffet car 1MBS in January 1966 and initially used on the *Mildura Sunlight*. Re-assigned to the Albury line from July 1967 after the demise of the *Mildura Sunlight* in April 1967. Outshopped from the Bendigo North Workshops as BS213 on 22 December 1983 after being refurbished internally and repainted in the tangerine and silver stripe livery. Re-entered service on 30 June 1988 after being repainted in the revised V/Line tangerine livery. Fitted with curtains at Ballarat North Workshops in January 1993. Made its last revenue run on the 06 00 up Traralgon pass. on 27 April 1994. On the same day, was damaged in a collision with BCH122 at Spencer Street whilst being shunted. Stored unserviceable at Spencer Street until transferred to the Newport Workshops on 11 May 1994. Sold to Steamrail in October 1995 (see Note 1).	Owned by Steamrail. Held at their Newport depot. Currently not available for traffic.
8	14 November 1937	3BS	Outshopped with pre-conditioning equipment on 2 May 1961. Outshopped from the Newport Workshops as mini-buffet car 2MBS in January 1966 and initially used on the *Mildura Sunlight*. Re-assigned to the Albury line from July 1967 after the demise of the *Mildura Sunlight* in April 1967. Outshopped from the Bendigo North Workshops as buffet car BRS227 on 24 October 1983 after being refurbished internally and repainted in the tangerine and silver stripe livery. Re-entered service on 21 December 1987 after being repainted in the revised V/Line tangerine livery. A number of modifications were made to the buffet whilst it was in the workshops for repainting (see Note 4). Stored unserviceable at Spencer Street from 13 January 1995. Transferred to Newport Workshops for storage on 5 April 1995. Sold to the Great Southern Railway Society in October 1995 (see Note 1).	Owned by the Great Southern Railway Society. Fit for service. Stabled in Melbourne between runs.
9	14 November 1937	4BS	Outshopped with pre-conditioning equipment on 17 September 1965. Outshopped as cafeteria car 2MRS on 9 July 1977 for service on the Mildura *Vinelander*. Outshopped from the Ballarat North Workshops as buffet car BRS225 on 7 October 1983 after being refurbished internally and repainted in the tangerine and silver stripe livery. Re-entered service on 18 March 1988 after being repainted in the revised V/Line tangerine livery. A number of modifications were made to the buffet whilst it was being repainted (see Note 4). Re-entered service on 15 September 1992 after being fitted with curtains at Ballarat North Workshops. Stored unserviceable from 16 January 1995. Transferred to the West Coast Railway (WCR) depot at Ballarat East in March 1995. Formally sold to WCR on Sunday, 9 April 1995. Outshopped from the WCR Ballarat East depot in September 2001 after having undergone a major overhaul that included: ■ Repainting the exterior in the WCR blue, white and grey livery from the V/Line orange and grey (this car had last been repainted externally in 1992). ■ Replacing the original brown/orange seat upholstery with WCR blue/grey material. ■ Fitting new WCR blue curtains throughout and laying new grey carpet. ■ Installing a new retention toilet in place of the original drop-chute toilet.	Owned by West Coast Railway. Used in revenue traffic on the Warrnambool line.

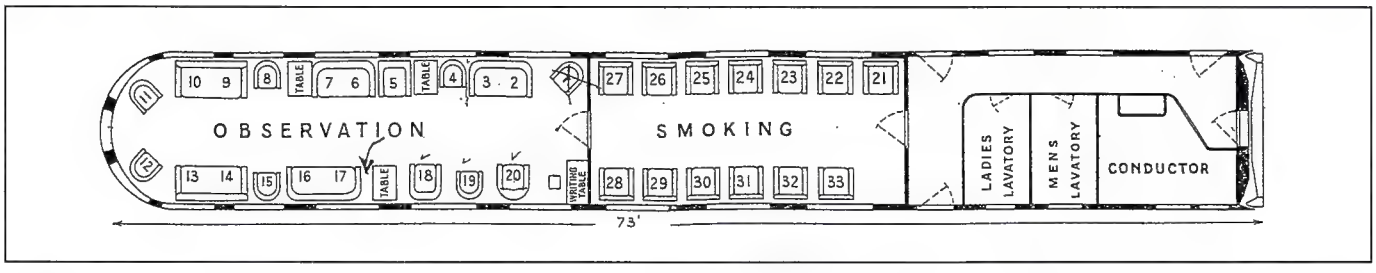
CURRENT STATUS OF THE ORIGINAL SPIRIT OF PROGRESS CARS (continued)

Original coach number/ name	Date outshopped	1939 code	Subsequent alterations	Current location and status
Parlor Car (see Note 5)	17 November 1937	Parlor Car	Permanently withdrawn from the *Spirit of Progress* on 15 August 1956 and shopped shortly afterwards at Newport Workshops to be fitted with a small buffet in the smoking room. Allocated to the *Daylight* from 25 September 1956 when the frequency of this train was increased from three to six days per week. There was a proposal dated 12 September 1956 to fit Heyward–Wakefield seats of the same style as those used in the Z type cars in both the observation room (22 seats plus two tub chairs) and smoking room (14 seats) for service on the *Daylight*. However, this concept was rejected on 28 February 1957. Outshopped as the lounge car in April 1957. No major alterations appear to have been made to the parlor car when it became the lounge car, although there is a possibility that minor alterations may have been made to the buffet. Outshopped from Newport Workshops as a club car on 13 May 1958 after the following major changes had been made: ■ AZ car type seats were fitted in the observation room (there were 24 AZ type seats and two tub chairs). ■ The smoking room was fitted with tables and chairs to improve the refreshment service. This section was re-named the club room. Fitted with Commonwealth bogies when converted to the club car. The club car re-entered revenue service on the *Daylight* on 20 May 1958. Made its last run on the broad gauge *Daylight* on 16 April 1962. Outshopped from Newport Workshops on 21 March 1963 after the following modifications were made to make it suitable for service as a conference and inspection car: ■ The section known as the club room when the car was running as the club car was converted to a kitchen equipped with a liquid petroleum gas stove and two electric refrigerators. ■ The conductor's compartment was converted to a small office capable of accommodating six persons. A fold-down bed for the conductor was installed in this section. ■ The AZ car type seats in the observation room were removed and were replaced by a large table and chairs. ■ A doorway was cut into the round end of the car and fitted with a diaphragm. ■ A diesel alternator set was installed beneath the car to ensure a constant supply of power was available when the car was stationary (this was the first VR car to be equipped with a diesel alternator and pre-dated the N sets by 18 years). ■ The car was named *Norman* (see Note 6) and replaced the original *Norman* Commissioners' tour carriage that had been withdrawn after 73 years of service. The first outing for *Norman* on a Commissioners' tour train was on an inspection of the South Eastern lines conducted during the week ending 6 April 1963. Allocated the number and code of OS237 in October 1985 after having undergone a lift and general overhaul. During the overhaul, the diaphragm at the round end of the car was removed. Fitted with Koni lateral dampers at the Newport Workshops in 1986. Repainted in a special two tone grey colour scheme at Newport Workshops in March 1988 to run in the Royal train provided for Queen Elizabeth II and the Duke of Edinburgh when they visited Geelong on 28 April 1988. Fitted with through HEP cables at Ballarat North Workshops in 1992. Repainted in a new red, blue and white V/Line Passenger colour scheme in June 1994. *Norman* was the first V/Line Passenger vehicle to wear these colours (although subsequent cars used a different configuration of the scheme). Repainted in the red/brown heritage colour scheme at Seymour in July 1995 for use in the V/Line classic carriages fleet. In May 1999, the diesel alternator set was permanently removed when the car was shopped at the carriage maintenance depot, Dudley Street.	Owned by the State. Leased to National Express for the life of the franchise and used on special charters. Used approximately once a month, except in November/ December, where it is used as often as twice a week.

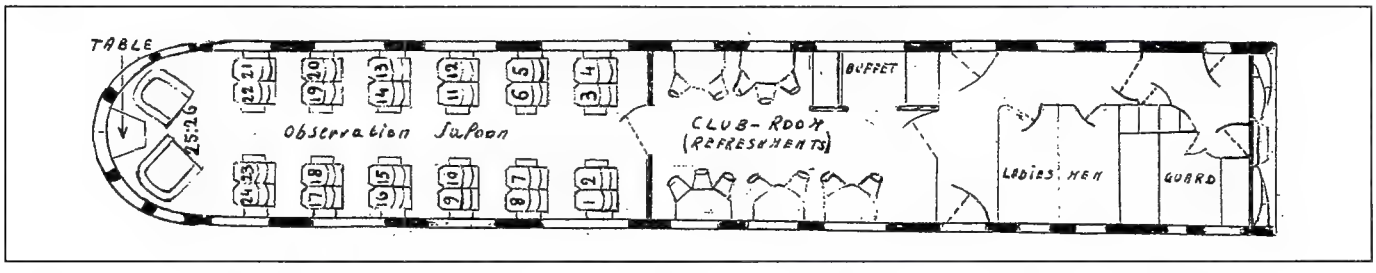
SPIRIT OF PROGRESS

The up *Spirit of Progress* departing Albury in August 1947 *Public Records Office Neg. H-3915*

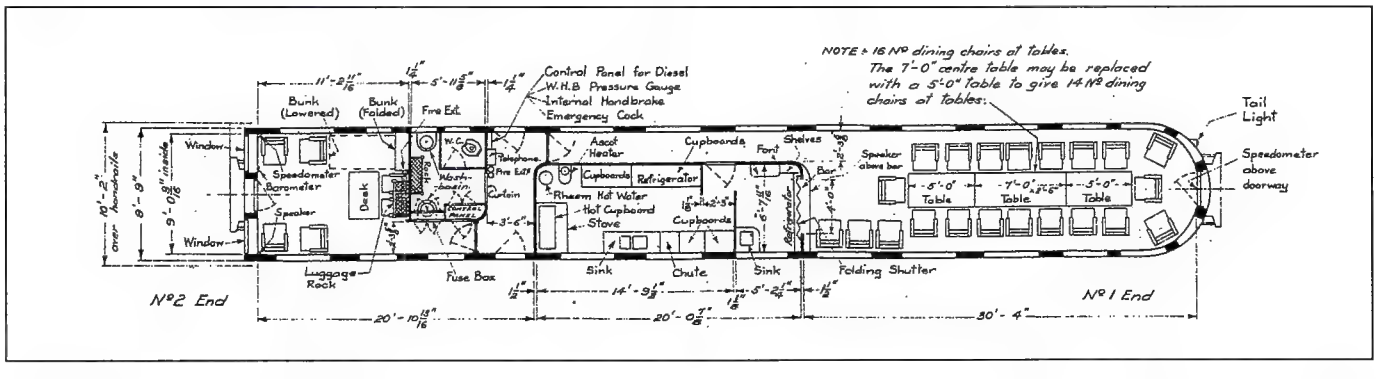
1937



1958



1963



Loco Hauled V/Line Passenger Trains

1

In Victoria, loco-hauled passenger trains have always operated state wide but with the new railcar and fast train programs on the way this will change in the near future. If you haven't got many photographs of the current scene, do it today.

5

2

3

1 N466 and N453 are stabled at Bendigo on Sat.1.12.2001 displaying the old and new V/Line logos *Graeme Coates*

2 N453 again as it approaches North Shore with 8235 down South Geelong pass. on Wed.7.3.2001 *Craig Haber*

3 P13 with an up Sunbury pass. passes 8213-8169 on a down CRT goods at Sunshine on Tues.8.1 *Ian Green*

4 All in the original V/Line colour scheme, N454 rolls an empty car set downgrade through Tottenham on Tues.5.2 *Jeff Bounds*

5 A62 with the 1632 down Seymour pass. approaching Moonee Ponds on Wed.16.1 *David Dunn*

6 A66 still in original V/Line colour scheme passes the signal box at Kensington with the 17 32 down Seymour pass. on Wed.16.1 *David Dunn*

7 N470 on the 0630 up Albury pass. north of Barnawartha on Thurs.27.12.2001 *David Dunn*

8 A scene from the past. N468 on the up *Vinelander* ex Mildura at Ouyen on Wed.8.9.1993 *Jeff Bounds*

8

6

7

4

NOTES

1. A tender to purchase carriages stored at the Newport Workshops – including the original *Spirit of Progress* sitting carriages – was advertised in the *Age* newspaper on 27 May 1995 with a closing date of 21 June 1995.
2. Between April and July 1964, *Murray* acted as the spare refreshment car for the *Spirit of Progress*. This made it possible to shop each VRS car progressively at Newport Wokshops for a lift and general overhaul and make the following modifications to the VRS cars:
   - Install a staff door in the kitchen.
   - Repair the floor foundations behind the counter and lay new floor coverings.
   - Convert the staff toilet to a storeroom.

   It is unclear if *Murray* ever had to replace a VRS on the *Spirit of Progress* during its time on the standard gauge.
3. When first built, the axle driven generator fitted to these cars was linked to the axle by rubber belts. Between the late 1950s and the late 1970s, the belt drive on these cars was replaced by a geared hypoid drive (much like a differential in a motor car) that was more reliable and efficient in its transmission than the belts. An example of a hypoid drive is on display at the ARHS Railway Museum at North Williamstown.
4. During the mid-1980s, the buffet modules fitted to the BRN and BRS cars underwent the following modifications:
   - The timber drop shutters were replaced by a roller security screen which could be operated from within the servery.
   - A new boiling water unit and coffee dispensing system were installed.
   - The cupboard under the counter was converted to refrigerated space. This change was required after it was decided to stock more canned soft drinks rather than making these drinks on the train.
   - An improved confectionery and cigarette display was fitted.
   - An improved public address system was fitted.
   - The second microwave oven was re-installed in the existing available space (microwave oven safety had been an on-going issue with staff and unions since mid-1983. The ovens were removed and tested to verify that there was no microwave leakage).
   - Rough and sharp edges were cleaned up to provide a better finish within the module.
   - A dry till cash draw was fitted in lieu of the original cash registers.
5. The Victorian Railways (VR) adopted the Canadian spelling of parlor rather than the normal English parlour.
6. Charles Ernest Norman was a VR Commissioner between 1 July 1909 and 5 April 1915, and was Chairman of Commissioners from 6 April 1915 until his retirement on 16 September 1920.

FURTHER NOTES

Bogies: All S type cars rode on fabricated 'argentine' bogies equipped with Timken roller bearings when built. These bogies were manufactured by the Victorian Railways at the Newport Workshops.

By the mid-1980s, these bogies had reached the end of their service life and had become expensive to maintain in regular traffic. As a result, alternative bogies were investigated and it was decided to fit these cars with cast steel Commonwealth style bogies released from withdrawn Harris M motors. Between 1986 and 1989, all the 1937/38 batch of S type cars still riding on fabricated bogies were re-equipped with Harris M motor bogies.

Colour schemes: When built, the 1937/38 batch of S type cars were painted in the *Spirit of Progress* livery of royal blue with gold leaf stripes. This colour scheme was apparently based on the livery used by the Baltimore & Ohio Railroad of the United States on its *Royal Blue* and *Abraham Lincoln* train sets.

(The *Royal Blue* service was operated in conjunction with the Central Railroad of New Jersey and linked Jersey City, New Jersey with Washington DC. The Cor-Ten steel car set built by American Car & Foundry (ACF) for this service entered traffic in July 1935. The *Abraham Lincoln* ran over the Alton Railroad – a part of the B&O at the time – and linked Chicago with St. Louis. The aluminium train set built by ACF for this service entered traffic in June 1935. The Cor-Ten train set was transferred to the Alton Railroad in 1937 and was assigned to the *Ann Rutledge*. At least one of these carriage sets was still in traffic in the 1960s on the Gulf, Mobile & Ohio.)

None of the original S type cars ever wore the red and silver stripe livery applied to the S type cars that entered service between 1940 and 1952.

By the early 1950s, the gold leaf stripe of the royal blue livery was altered to a yellow painted stripe and this livery remained unchanged for the next 30 years.

A new tangerine and silver stripe livery was introduced in conjunction with the first N sets in 1981. S type cars running on intrastate services were repainted in this livery as they were shopped for refurbishment. The first of the original S type cars to wear this livery was BS202 (outshopped on 8 October 1982).

The tangerine and silver livery had a major drawback, namely that the tangerine roof quickly accumulated grime from diesel fumes and copper dust from the overhead wiring in the electrified area. As a result, the tangerine roof soon looked filthy and the general appearance of the cars declined. In addition, the silver stripes did not weather well.

These problems were overcome by phasing in the following livery changes (known as the revised V/Line tangerine livery in the above table):

- The roof was painted dark grey to hide the grime.
- The silver bands at window level were replaced by white and green stripes located approximately halfway between the base of the window line and the carriage sill.

The first of the original S type cars to wear this livery was BS202 (outshopped on 19 December 1986).

Apart from the former parlor car, none of the original S type cars was ever painted in the V/Line Passenger red and blue livery.

Cor-Ten steel: Cor-Ten steel was developed by United States Steel and was ready for commercial production in 1934. Cor-Ten was predominantly carbon steel with traces of copper, chromium, silicon and phosphorus that produced a strong, cheap, rust-resistant steel alloy. Major features of Cor-Ten were:

- Yield strength double that of common steel.
- 80% greater fatigue resistance compared to common steel.
- As easy to work as common steel and capable of being welded.
- Four to six times as corrosion resistant as carbon steel and two to three times as copper bearing steel.
- When introduced, it was about 10% of the cost of aluminium and stainless steel.

Differences between the original and subsequent S type cars: Key differences between the 1937/38 batch of S cars and subsequent batches were:

- All S type sitting cars built after 4AS had their bodies fabricated using electric arc welding and did not use rivets. Composite buffet car *Moorabool* was the last S type car to have a riveted body, whilst composite buffet car *Tanjil* was the first to have a body fabricated using the electric arc welding technique.
- The six cars built in 1940 had painted interiors as a war-time economy measure.
- The toilets in cars built from 1948 onwards were divided into two compartments, i.e., a toilet compartment and a wash room.
- The ceilings of the cars built from 1948 onwards were built in jigs on the workshop floor and were then placed into position. This approach made it possible to streamline the airconditioning ducts in the ceiling and ensure a better flow of air through these cars (see p.6 of the June 1955 issue of *The Victorian Railways News Letter* for a detailed article on the method used to construct the last batch of S type cars).

Early identity: Whilst being built, and possibly up until they were allocated the S code in 1939, the 1937/38 *Spirit of Progress* sitting cars were identified on certain diagrams as being AE (Cor-Ten steel) and BE (Cor-Ten steel) cars.

Head end power: By the late 1980s, power to light and aircondition the country passenger fleet was provided by a mixture of methods.

The S and Z type cars relied on axle driven generators, whilst the N type used diesel alternator sets mounted beneath these cars. H type cars drew their power requirements from locomotives equipped with suitable generators (N and P class locomotives). This later method was known as Head End Power (HEP) and was also used on the interstate express services then serving Sydney and Adelaide.

HEP had a number of advantages over the other methods employed, including:

- Avoiding the maintenance costs associated with axle driven generators and diesel alternators (although this was partially offset by the cost of maintaining the generator in the locomotive).
- Reducing total train weight by not having to equip each carriage with a power source.

Converting the entire intrastate airconditioned fleet to HEP had been explored in the early 1980s, but had proven to be impractical because of:

- The A class locomotives being unable to accommodate a HEP generator within the carbody.
- The cost of building and operating power vans being greater than the cost of equipping N type cars with diesel alternators and retaining axle driven generators.

A number of attempts were made to justify the retro-fitting of HEP in the second half of the 1980s with the delivery of HEP generator equipped N class locomotives, but none of these proved to be viable.

The deregulation of the airline industry in 1990 and the subsequent reduction in airfares caused a sharp decline in interstate rail patronage. As a result, a number of Victorian S and Z type cars running on the standard gauge were returned to the broad gauge to cope with growing intrastate patronage.

All these former interstate cars relied solely on HEP and would have proven to be too expensive to modify to another system. Consequently, it became necessary to modify the rest of the fleet to work with HEP stock.

Initially, non-HEP cars were through cabled in case these cars were coupled between the HEP source (such as a loco) and the cars relying solely on HEP. After completing this first stage, a program to progressively convert the fleet over to HEP commenced.

The first of the original S type cars to be through cabled was BRS225 in June 1990, whilst the last was completed in early 1992. The letter T was applied to through cabled cars, i.e., BS202 T.

Some of the through cabled S cars returned to the workshops shortly afterwards to be modified to run off HEP. However, these cars retained their DC batteries and were modified to run the lighting and airconditioning systems off the batteries for up to 30 minutes if the HEP was disconnected.

The following 1937/38 S cars underwent this modification – BS209, BS211 and BS213. The letter H after the carriage code and number identified this stock, i.e., BS209 H.

During the mid-1990s, it is believed that the two cars acquired by West Coast Railway (BS207 and BRS225) were modified to depend solely on HEP (can any reader confirm this?).

Liquid soap dispensers: During 1959 and 1960, the toilets of S and Z type cars were fitted with liquid soap dispensers as a substitute for the cakes of soap previously employed. 5BS was outshopped from Newport Workshops with liquid soap dispensers on 19 March 1959 and was the first of the original 1937/38 S type cars to be so fitted.

All the original S type cars had been fitted with these dispensers by the time 3AS was fitted on 16 May 1960 at the Dudley Street carriage shelter sheds.

By the mid-1970s, parts to repair these dispensers were no longer available and they were progressively removed.

Pre-conditioning equipment: During the late 1950s, it was decided to assign at least one airconditioned sitting car to each long distance intrastate train not already equipped with airconditioned stock (Horsham, Sale, Swan Hill, Tocumwal and Yarram). This innovation was made possible by the progressive delivery of 26 Z type cars between 1956 and 1962.

The wider and more intense deployment of the airconditioned fleet on a broader mix of services with more 'stop – start' running made it increasingly difficult to restrict the period in which these cars relied on their batteries. Consequently, flat batteries and associated loss of lighting and airconditioning became more of an issue.

In response, the VR embarked on a program of fitting the airconditioned fleet with pre-conditioning equipment to conserve the batteries prior to departure. Once fitted with this equipment, the lighting and airconditioning systems could draw on power from a shore supply through a power cable that was un-plugged just prior to train departure. Consequently, the carriage could be fully conditioned and lit without having to draw on the restricted battery supply.

1AS was the first of the 1937/38 batch of S type sitting cars to be equipped with pre-conditioning equipment (it was outshopped with this equipment on 11 March 1960), whilst the last of these cars to be equipped was 4BS on 17 September 1965. The Dining Car had been outshopped with pre-conditioning equipment on 1 December 1959.

Sixtieth anniversary run: A special train run on 22 November 1997 to mark the 60th anniversary of the first run by the *Spirit of Progress* consisted of the following vehicles in the north bound direction:

Identity on 60th anniversary run	Original 1937 identity	Colour scheme on 60th anniversary run	Owner at the time of the 60th anniversary run
S313	N/a	V/Line tangerine	Steamrail
S302	N/a	WCR blue and white	West Coast Railway
CS241	Baggage	Yellow	Public Transport Corporation
BS204	Coach No. 4	Orange and grey	Seymour Railway Heritage Centre
BRS227	Coach No. 8	Blue and yellow	Great Southern Railway
AS3	Coach No. 3	Blue and yellow	Seymour Railway Heritage Centre
BS1	Coach No. 6	Blue and yellow	Seymour Railway Heritage Centre
Murray	Dining Car	Heritage red/brown	V/Line Passenger
BRS225	Coach No. 9	Tangerine and grey	West Coast Railway
BS207	Coach No. 5	WCR blue and white	West Coast Railway
Norman	Parlor Car	Heritage red/brown	V/Line Passenger

Vestibule enclosures: All S type cars built between 1937 and 1956 were outshopped with full width end enclosures to hide the gap between carriages and give a train consisting of S type stock a smooth streamlined appearance. These end enclosures were removed in 1958.

The only other Australian carriage design to be fitted with end enclosures were the Victorian and South Australian joint stock *Overland* cars introduced from 1949 onwards (although *Overland* cars built after the end of the 1950s do not appear to have been equipped with end enclosures).

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The Spirit of Progress by Doug McLean, p.76 March 1991 NEWSRAIL

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Videos

Line of Progress – The Spirit of Progress – Australia's Wonder Train V/Line Video in conjunction with the Association of Railway Enthusiasts

(Compiler's Note: Highly recommended as it goes into great detail as to how the *Spirit* carriages were built)

ACKNOWLEDGMENTS

I thank Peter Medlin for his assistance with this listing.

S302 at Spencer Street station on Thurs. 19.4.2001. West Coast Railway still operate the original *Spirit of Progress* cars in regular service
Matt Robinson

OPERATIONS

An overview of recent sightings and observations

The derailment scene at Kiata being cleared using heavy haulage cranes on Sat.26.1 *Cynthia Meredith*

WESTERN STANDARD GAUGE

KIATA DERAILMENT

Operations on this line were disrupted between 16 13 on the afternoon of Fri.25.1 until around 19 30 the following day after the last 14 wagons on a Melbourne bound SCT train derailed about two kilometres east of Kiata, between Dimboola and Nhill. Around 10 wagons ended up off the rails, with a couple coming to rest on the adjacent Western Highway.

The locos, G539 and G520 and the 14 wagons that remained on the rails, including an oil wagon, eventually continued to Dimboola where most of the remainder were stabled before G539 with the oil wagon and one other continued the journey to Melbourne. The other loco, G520, was put back to work the next morning, combining with G535 to run a grain train out to the Dimboola grain centre

Four wagons that all had their front bogies derailed were left at the site and re-railed before G522 was sent out at around midday on the Saturday to collect them and return to Dimboola.

The line was closed immediately after the accident, with most trains on the line being able to be cancelled before they departed either Melbourne or Adelaide. Thus there was none of the usual line up of delayed trains in the crossing loops in the area as often happens during a line closure. The *Overland* was the last train to traverse the location before the mishap and was thus stranded in Melbourne for the night with the return trip cancelled but an extra was run on Saturday night (not a usual running day for the *Overland*) after the line reopened.

The first train through the derailment site was a ballast train hauled by Great Northern's 381 and 4477 at about 18 30. After emptying the load, the train ran forward to Salisbury Loop, where 381 was placed on the east end of the train before returning to Dimboola with a loco on each end.

After the reopening, there was a rush of trains leaving Melbourne, with seven trains reported heading west through Gheringhap between 15 53 and 23 15. These included an SCT, Trailerail, two National Rail superfreighters, a Patrick's, the *Overland* and the down Dimboola goods, 9792.

GREAT NORTHERN RAIL BALLAST TRAINS

The first of these trains for the year was the one listed above that dropped ballast at the site of the Kiata derailment, after which the train ran every couple of days, spreading ballast in the up direction from Dimboola. 381 and 4477 formed the motive power until Mon.4.2 when 381 was replaced by former Westrail J103. These ballast trains are now reloading at Glenorchy, between Stawell and Murtoa.

For an unknown reason, the ballast train made a visit to Melbourne on Thurs.7.2 when the J and 44 with their rake of wagons passed through Gheringhap at 08 36 Melbourne-bound, returning at 15 13 on the down. The next day they were reported back at work in the Dimboola area.

T373-T345 stabled at Bendigo on Thurs.24.1 *Jeff Bounds*

OPERATIONS

G524-X52-S306-S310-S307-X43 haul 9121 goods at North Creswick in late afternoon light on Wed.23.1 *Jeff Bounds*

A John Holland ballast cleaning train operated out of Gheringhap early in February.

ASR SCRAP TRAINS

ASR's scrap trains between Adelaide and Somerton in Melbourne resumed in January, hauled by CLF2-42218-GM42 on Mon.4.2, with the 422 on its way to ATN Access as a replacement loco. The previous week CLF2 and 2203 were reported.

These trains depart Adelaide on the Sunday afternoon, arriving at Somerton early on Monday morning. The returns are scheduled to depart Melbourne at around 04 15 early on Thursday morning. Motive power is usually two units and the CLF, GM and 22 classes have all been reported.

STANDARD GAUGE LOG TRAFFIC

Logs are now being transported by rail from Portland to Gheringhap. Around 10 wagons per week are appearing at the latter location in two lots because of space restrictions on the siding where they are unloaded. The loaded wagons are conveyed from Portland to Maroona on a regular grain train and are then added to the up Dimboola goods, 9792, for the trip from Maroona to Gheringhap. The empties are conveyed on the return Dimboola goods, 9791 and then a grain from Maroona to Portland.

WESTERN BROAD GAUGE

North West – Mildura, Ballarat

Freight Australia's four remaining S class locomotives have been very busy during the reported period, predominantly on the grain trains to and from Geelong, although always as trailing units. The highlight was undoubtedly a number of triple S sightings. Thurs.17.1 saw a North Geelong to Maryborough grain, 9123, head north with S307-S306-S310 trailing G525 and the next day, the combination of G533-S301-S310-S306 was in charge of a return loaded grain train, 9124. Quite a number of combinations were also reported including double S Class.

West Coast Railway's B65 also put in a number of appearances on these grain trains. On Mon.14.1, G521-B65-S306-S310 all combined on an empty grain, 9123 and two days later, G533-S301-B65 were at the head of the same train.

There have also been a number of large combinations reported, such as on Sat.19.1 when X49-X40-X41-S310-X42-G525 were sighted and a rare six loco combination with six different classes occurred on Sun.27.1 when the following formed the power for a down grain, 9121: G515-X54-S310-B65-T392-H4.

North – Echuca, Bendigo, Swan Hill

The Bendigo to Boort goods, 9075/9076, continued to run regularly, with either T379 or H5 in charge for most of January, the exceptions being double headed H5-T379 on Mon.21.1, T388-T379 on Wed.30.1, and single H2 on Wed.23.1.

Because of a derailment on the north west line at Lascelles, the down Mildura goods, 9141, was diverted via Bendigo to Swan Hill or Piangil, with containers trucked on to Mildura. On the one occasion noted, which was on Wed.20.1, the down Swan Hill goods, 9080, arrived at Bendigo with G513-H5-T379 with 40 assorted wagons and 9141 arrived with G533 and 18 wagons. These two trains then combined behind G513 and G533 for the trip on to Swan Hill. On all other occasions 9141 was combined with the North Geelong to Swan Hill goods, 9080 and then the return of the Mildura part of the train returned south, following the arrival of the Swan Hill pass.

Great Northern operated a ballast train from Rochester on the Echuca line to Miralie, the second last location on the Piangil line, on Wed.23.1, with its locomotives 345 and 373. The empty train returned the next day.

Grain continues to be railed from Nullawil, on the Kulwin line, via Bendigo to Melbourne, with grain off the Swan Hill line often added for the trip further south.

NORTH EAST STANDARD GAUGE

During December 2001 and into January 2002, the 'gauge' continued to be fairly predictable. Two 250 class locos separated by hired 42207 or 42211 hauled all ATN Access grain trains sighted. Freight Australia grain trains are usually triple ELs with the occasional T or X class or double Gs, while single Gs prevail on the Bandiana goods. National Rail operations are still dominated by its NR class with occasional 81s and DLs placed in the shafts. Two noteworthy events occurred during the reported period, both featuring light engine movements. The first was on Thurs.6.12 with L265 heading north and a Great Northern Rail former T class loco heading in the same direction on Thurs.4.1.

NORTH EAST BROAD GAUGE

The broad gauge has settled down with no hired heritage locomotives noted. The Tocumwal superfreighters have been dominated by Ps, As and Xs with the occasional T.

The North Geelong to Oaklands grain trains, 9392/9391, have been

OPERATIONS

A Cranbourne bound M>Train passes the Westall maintenance depot on Fri.4.1 *Cameron Mellings*

running during late December and early January, with motive power consisting of X-X or X-S combinations. Exceptions recorded were Sat.22.12 when the combination of A79-S-H5-T led the train and the following Saturday when X36-S310-X32 were sighted.

Seymour Railway Heritage Centre's S303 was noted on the down Tocumwal superfreighter, 9351, on Wed.9.1 behind P19 and A71. On the return service, 9352, the S experienced traction motor problems receiving emergency treatment at Seymour but all to no avail as it failed completely at Kilmore East. Loading was then detached at this location, allowing locos X44-S303 (dead attached)-P22 to climb up over the grade at Heathcote Junction.

SHEPPARTON

The rice traffic between Tocumwal and Echuca resumed on Fri.11.1, with the regular services utilised between Tocumwal and Shepparton, and special services for the Shepparton to Echuca leg of the trips. Below is a summary of some of the Tocumwal superfreighters, as reported through Shepparton.

On Wed.20.12 the up Tocumwal goods, 9352, was hauled by A79-X36-P19, while on Wed.9.1 it arrived with X44-P22 and departed as X44-S303-P22. Two days later the combination was A85-A73-P22 and on Tues.15.1 it had A79-P20 upon arrival and A79-A85-P20 on departure.

The down goods, 9353, arrived at Shepparton on Thurs.20.12 with P21-P23-P22-A73 but departed with only P21 and A73. Fri.11.1 saw P19-A77-A79 on this train and the following Tuesday it was P22-X37 upon arrival and A79-A85-P20 on departure.

The only two sightings of the other up goods, 9354, revealed A73-P21-P22 on Tues.18.12 and A77-P22-H4 on Wed.2.1.

TOCUMWAL

On Sat.12.1, T388 arrived at Tocumwal with a down grain train at 11 12 and departed some time later light engine. A73 arrived on the down goods at 14 35 with a load of grain and container flats and departed at 15 27 with 15 grain wagons.

EASTERN – Bairnsdale

BAIRNSDALE LOG TRAFFIC

The pattern of train loading at Bairnsdale has changed at various times since September last year. Prior to Christmas, the trains were being loaded on the down side of the Bosworth Road level crossing, which made sighting of the motive power very difficult and since that time they have been loading them on the up side of the crossing. Reduced loading recently has seen the standard locomotive combination reduced to one X and one T class unit and since the latter part of January there appeared to be only two trains per week, Tuesdays and Thursdays.

All sightings since the middle of October have been of the X-T combination hauling between 14 and 24 wagons.

METROPOLITAN

The motive power on the Long Island steel trains is almost invariably two of National Rail's BL class. However it was reported that a short train of yellow steel containers passed through Mentone at 18 40 on Fri.1.2 hauled by X39 (Freight Australia) and S313. This was because of work on the tracks around Flinders Street restricting the use of the usual BL locomotives on these services.

X39-S313 climb Langwarrin bank with the down Long Island goods on Fri.1.2 *Jeff Bounds*

PRESERVATION

News from the preservation scene

THEFT FROM STEAMRAIL

Some time on the night of Fri.18.1 or the morning of Sat.19.1, thieves cut through a wire fence at Steamrail's Newport depot and stole a number of items from three restored carriages.

The thieves used hacksaws, bolt-cutters and spanners to remove 12 luggage racks and six silver-plated hand basins. The replacement cost of the stolen items has been estimated to be $100,000.

Police believe the thieves will try to sell these items to antique and second-hand dealers in Victoria or interstate.

On Tues.22.1, police recovered a number of carriage fittings previously stolen from Newport over the past six months from a Newport industrial estate. The items included luggage racks and hand basins, although none of the items were the ones stolen during the previous weekend.

ECHUCA

The Campaspe Shire Council has appointed the Victorian Railway Company (West Coast Railway) as the contractor for the rail link between the Echuca wharf and the main line at Echuca station.

Mr Peter Williams, Mayor of Campaspe Shire and a member of the Port of Echuca Authority, indicated that the project would cost $420 000. It will be fully funded by grants received from the state government's Department of Infrastructure and the State and Regional Development together with the Federal Government's Regional Assistance Program.

The original railway spur line into the Port of Echuca was removed in 1971 and many attempts have been made to reinstate the line along its original route. The opening of the line will provide a boost to tourism in the port area to enable tourists from Melbourne to travel by steam train direct to the Port of Echuca and transfer to another form of steam travel – paddle steamers – on the Murray River.

It is expecteded that works will be completed by the end of March 2002.

Stage 1 covering the renovation of the locomotive shed in the railway corridor is almost complete and is proposed to be a cooperative mix of community use and its original use.

IRYMPLE RAILWAY STATION

The Planning Minister, Mr John Thwaites, recently inspected the historic Irymple railway station prior to its relocation to the Red Cliffs Historical Steam Railway. The state government's public heritage program has provided $40 000 to assist in the renovation and relocation of the building to Red Cliffs.

As it is a heritage listed building, Heritage Victoria has issued a permit for relocation of the building on the basis that there should be a permanent display panel revealing the history and importance of the station. The building will become a terminus for the narrow gauge rail at Red Cliffs.

NEWPORT WORKSHOPS DEPUTY MANAGER'S HOUSE

Kilbarry, the official residence built for the former deputy manager of the Newport Workshops was recently auctioned.

The house was built in 1915 and was a carefully researched and authentically restored late Federation/Edwardian house. Heritage Victoria describes the house as 'an intact example of a bungalow style suburban villa of that era, with a refined design displaying Californian and craftsman influences, as well as remnants of Queen Victoria architecture'.

MIDDLE BRIGHTON STATION

The renovations to the heritage listed Middle Brighton station were recently unveiled. They were undertaken by Prahran based designer and lessee Nicholas Augerakis, who transformed the historic building into a 'European' style café.

PUFFING BILLY PRESERVATION SOCIETY

In July 2000, steam engine No.6A was 100 years old. On Tues.18.12.2001 it ran under its own steam from Belgrave to Menzies Creek and return for the first time in 18 years and has been returned to traffic.

On Sat.12.1 the PBPS had the distinction of five NA locomotives in operation on the one day. 8A, which is under mechanical overhaul, had a light engine trial to Menzies Creek, 6A was undergoing light engine trials and 7A, 12A and 14A were in operational service.

The other locos in operational service are D21, DH59, 861, the *Peckett* and *Carbon*. The status of the remaining locos is: 3A stored at Gembrook, G42 having its firebox stays tapped, 1694 out of service and NGG16-129 having parts cleaned and painted.

Operational data for November 2001 compared with November 2000:

Train kilometres for the month	4241/4257
Loco kilometres steam	3911/4461
Loco kilometres diesel	720/283
NA locomotive days for month	78/91
Carriage kilometres	34243/33525
Carriage days for month	806/812
Highest km operated loco	1488/1565
Highest km operated pass. vehicle	1579/1711
Highest km operated wagon	53/16
On-time running (OT-5%)	71%/38%
Scheduled trips run	246/232

STRINGYBARK EXPRESS

In the current environment of faxes and electronic mail we tend to forget that mail once travelled by rail across the breadth of Victoria. As the rail services declined and the passenger services were replaced, a sometimes only weekly goods service forced the Post Master General's Department (now Australia Post) to consider other methods of delivering mail.

The PMG's Department, in conjunction with the railways department employed small railmotor services to bring the mail to the isolated country communities. The trolleys not only carried mail and parcels but also delivered groceries, milk and papers for the local communities on the way. Passengers were also carried between towns or to the nearest regular rail link.

These services, known often by a variety of local names, consisted of a modified motorised ganger's trolley and a small trailer. Normally with a cabin containing bench seats they provided a minimum of passenger comfort.

Most of these services had ceased by the late 1960s and with the abandonment of gangers' trolleys generally, in

PRESERVATION

K163 on the Mornington Tourist Railway takes on water at the down end of Moorooduc on a wet Sunday, 2.12.2001 *Cameron Mellings*

company with the demise of the regular goods services on country branch lines, the postal motor services are now another thing of the past.

Greentrail, a community and tourist railway group based in the Wahgunyah area, is operating a regular tourist service between Wahgunyah and Rutherglen with extensions to Lilliput on the disused Rutherglen line. It is operating an ex-8w class ganger's trolley, named *Li'l Red*, fitted out with a cabin seating four and towing a van-like trailer with seating for six.

GEELONG STEAM PRESERVATION SOCIETY

The GSPS board has concluded a deal with Beaudesert Rail in Queensland for a 10 year lease on railmotor RM76 and trailer PL127. The lease will see the transportation, restoration and operation by this new tourist railway. The project has come about by a $5 million federal grant aimed at generating new employment in a depressed area.

As at December 2001, PB15 454, No.6 and V1209 were available for service; M6 was in the workshop for pony and trailing truck spring replacement together with a new smoke box door. *Klondyke* was awaiting tube replacement and a boiler inspection with No.4's restoration under way with the loco to be dropped back onto its wheels after an axlebox overhaul.

A successful period of operations has occurred with the regular Saturday night Blues trains and the Queenscliff music festival late in November together with a number charter trips including several wedding parties.

WALHALLA GOLDFIELDS RAILWAY

On Sat.12.1 Mr Russell Savage, MLA for Mildura, unveiled a plaque to the Sappers, retired army engineers, who built the trestle bridges in Stringers Creek.

All the Stringers Creek bridges have been completed and the track laid over bridge 3. The replica Walhalla station is on site at Walhalla and is proposed to be located over Stringers Creek on an extension of the existing culvert close to the site of the original station. The original station building was relocated and is the current Hartwell station on the Alamein line.

The final location of the replica Walhalla station building (built by a TAFE in the Latrobe Valley and delivered on site in April 2001) that is currently standing beside No.1 road is still being determined.

There appears to be two options for this station building, namely:

- Cut back the road embankment and push the building closer to the roadway.
- Re-align the main road and locate the building on the road culvert (the original station building that is today located at Hartwell once stood on this culvert. This was necessary because of the limited space available in the valley for the station yard. The roadway was re-aligned onto the culvert sometime after the line was dismantled in the early 1960s).

The WGR apparently plans to re-open the line officially in mid-March 2002 – hopefully sometime close to the anniversary of when the first passenger train pulled into Walhalla yard on 15.3.1910.

NEW ROLLINGSTOCK SHEDS AT HEALESVILLE

Late in 2001, the task of erecting two new corrugated iron sheds to house rollingstock at Healesville was completed. One shed is located at the end of the line beyond the passenger platform, whilst the second shed has been erected near the turntable area.

Both sheds are fully enclosed and can accommodate two tracks.

MTR's T334 in the shed at Moorooduc during repainting into blue and gold livery on Sun.2.12.2001 *Cameron Mellings*

– *Vale* –
WAL STUCHBERY

THE MAN WHO BROUGHT THE *FLYING SCOTSMAN* TO AUSTRALIA

During 1986 an idea was floated: 'Why not bring an overseas engine to Australia for the Bicentennial Year?' This was a seemingly unachievable task – but ever the visionary, Wal Stuchbery was the instigator, organiser, co-ordinator, financial guarantor and 'head honcho' of what was to become Aus Steam '88

Don Potts

Walter Ashley Stuchbery was born on 7 November 1938. From his childhood he was involved in the operation of the family farm on the Plenty River between South Morang and Yarrambat.

Like most small boys of the era, at the age of 10, Wal's had his early interest in railways rewarded by a gift of a wind-up Hornby tinplate tank engine. He steadily increased his railway knowledge by wagging school on afternoon sports days to watch trains at Spencer Street station. As an early member of the Diamond Valley Model Railway Society, he specialised in building models from scratch without drawings or plans. Although the farm was mainly cattle, dairying and sheep, it also included a market garden. The piggery had an abrupt demise when the swine escaped from their compound and ran amok over his extensive model railway, Wal was not one to suffer fools; they were despatched to market the very next day!

Wal's long involvement in worthy community organisations led him to become known as the unofficial Mayor of Yarrambat and earned him numerous citizen awards. His major commitment began in 1958 when he joined the Country Fire Authority at Diamond Creek. When the Yarrambat brigade was formed in 1965 he was elected captain, a position he held for 22 years. Wal provided capable leadership for many serious bush fires including Ash Wednesday in 1983. He was awarded the National Medal with two bars and honorary life membership of the CFA for 35 years' diligent service.

In 1960, Wal married Vi Upton whom he had courted during safaris to the Tottenham Yard signal box and Spencer Street. He was a devoted husband, father and grandfather. As can be imagined, with the multiplicity of interests competing for his involvement, it was Vi, that special and much loved lady who picked up the pieces during stressful times. In 1963, when they made their first overseas trip together, there was a slight hiccup to the itinerary, when to quote Carol, 'I decided to gatecrash when I became their first born in the UK during the Wimbleldon Womens' tennis finals'. Later, Wal led many overseas rail tours. His CFA duties were apt to disrupt normal family life. Second daughter Rosalie arrived at the height of the 1965 fire season which caused problems planning her future birthday parties. On another occasion, the family was about to sit down for Christmas lunch when the fire siren sounded – Wal dashed off to fight bush fires and did not return for two days.

A RAILWAY DREAM THAT BECAME A REALITY

Wal's focus on models expanded to mainline live steam preservation after he joined Steamrail Victoria in the late 1970s. When the National Trust classified Newport Workshops former tarpaulin shop became available in 1980, he led its conversion into a working restoration centre. It was there that as volunteers, his daughters Carol and Rosalie met their respective future husbands, Peter Jenkinson and Philip Hildebrand. Six grandchildren also inherited Wal and Vi's love of steam trains and fire trucks.

In 1986, when Wal's dream (shared by countless others) to bring a steam loco from overseas and others from Australian states to Victoria to feature in his proposed Aus Steam '88 festival began to become a reality, he met and resolved many challenges that would have defeated all others.

Preliminary enquiries were made in China, Canada and United States without success. Ireland's veteran 1913 built 4-4-0 No. 171, *Slieve Gullion* was due for major overhaul and British Pacific 4468 *Mallard* was busy commemorating the 50th Anniversary of its 1938 world steam record of 201.6 km/h (126 mph).

The Ministry of Transport, Parliamentary representatives, unions, mainline steam and tourist railway operators and kindred societies were supportive. There was a smooth transition when MOT Minister, Tom Roper was replaced by Jim Kennan who decreed that a locomotive as famous as *Flying Scotsman* should have precedence over all trains in Victoria – an honour usually reserved only for Royal Trains. Wal had direct access to the Director General of Transport, John King to resolve problems which arose at lower levels of railway administration.

After many months of intense negotiations, the owner of 1923 built 4-6-2 Pacific *Flying Scotsman,* the Hon Bill McAlpine, agreed to allow the legendary engine to come to Australia. Because a tour by 4472 to America 1969-72 had been a financial disaster for then owner Alan Pegler, Bill McAlpine, concerned a similar fate might occur 'down-under', sought security by Wal becoming guarantor for the visit.

V/Line raised the usual problems of no crews, potential disruption to regular services, a 'frighten them off' $80 000 quote for special trains and horrors of another open day at Spencer Street station. When confronted with these frustrations, Wal tended to scowl, thump the table, rise to his full six foot seven inch height and with a powerful St Bernard type 'woof', depart to seek assistance from higher authorities. Looking at the thickness of the file, John King noted 'It is evident that getting the Minister's approval was the easy part of the task. Making it happen in a bureaucracy as inflexible as ours was the tough task. Wal's sheer persistence, aided and abetted by his wife, Vi, Ministry of Transport special representative John Frost and people well located in V/Line management, finally saw felicitous resolution of all the problems'.

Wal in the driver's seat of the *Flying Scotsman* *Weekly Times*

Disposal of the Melbourne floating crane caused diversion of 4472 to Sydney causing an alarming boost in shipping costs from $120 000 to $260 000 and finally $320 000. After arriving Sydney on 15 October 1988, *Flying Scotsman* steamed triumphantly into Spencer Street station during the evening peak on 20 October.

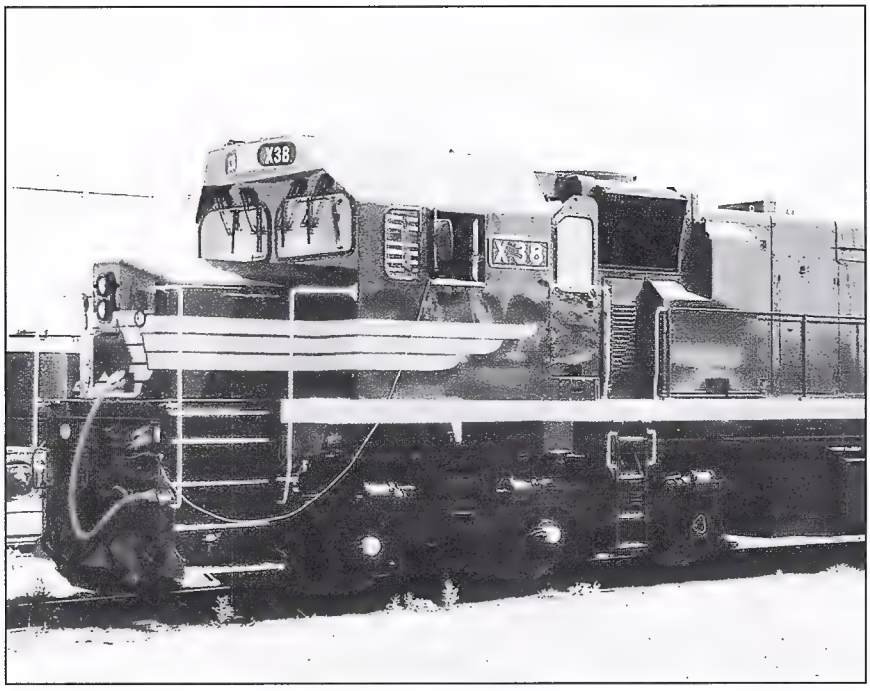
An estimated 130 000 flocked to Spencer Street station for the transport spectacular on 23 October, the highlight of the two week *Aus Steam '88* festival. Fifteen months later after steaming 45 000 km to Sydney, Brisbane, Adelaide, Alice Springs, Perth, Melbourne and Sydney, *Flying Scotsman* sailed from Australia on 4 November 1989, arriving home on 10 December, 15 months after leaving England. Fortunately, revenue ensured a small surplus after a turnover of over a million dollars, and Wal didn't have to sell the farm! He would not hesitate to acknowledge the great assistance of his wife, Vi, who handled a massive amount of bookwork, family, committees and hundreds of volunteers and professionals in Victoria, other states and Britain without whose enthusiasm, *Flying Scotsman's* successful visit 'down-under' would still be just a dream.

In retirement Wal established the *Flying Scotsman* model railway museum at his Yan Yean Road, Yarrambat home.

In May 2001, he was diagnosed with amyloidosis and endured the progression of this aggressive and incurable disease calmly and with dignity. During his last week, he sat at the lounge room table building model railway kits. His last advice to a CFA member was 'One of those trucks is going to need polishing soon'.

Wal, aged 63 died on 22 November. At the Diamond Creek Uniting Church he was given a fireman's funeral with an overflow congregation viewing the service on a large video screen in an adjoining hall. Models of *Flying Scotsman* and a Duchess loco were displayed on the coffin. Road traffic was halted as the long cortege headed by a gleaming highly polished Yarrambat No.1 and other fire tenders proceeded through a firemen's guard of honour to the cemetery. Family and friends gathered at the Yarrambat fire station, where at Wal's suggestion a sumptuous traditional country style afternoon tea, including his favourites, pavlova and cheese cake were served.

ROLLINGSTOCK



X38 REBORN

Above left: Rebuilt X38 at South Dynon Loco. Fri.18.1 *Ian Green*
Above right: Number plate and rebuilding plate on fireman's side of cab. Wed.6.2 *Jeff Bounds*
Below: The 'long end' of X38. Fri.18.1 *Ian Green*

TAILDISC

Reviews, amendments, queries, bits and pieces and the odd spot

2000 – THE VICTORIAN YEAR IN STEAM

Video review by Michael J Etherton

Steam Media's seventh annual video almanac of Victorian steam operations is yet another excellent production, continuing the high standard of previous years.

For two hours, the viewer is treated to steam on four different gauges featuring over 20 locos from five states. The action ranges from a Climax rumbling slowly past to 'Super' R711 thundering by at well over 100 km/h. Scenes are taken from lineside, pacing and on-train and footplate angles, giving a wide variety of views.

The tape continues the popular production formula of long scenes with minimal, yet informative, narration which 'lets the trains do the talking'. Unobtrusive titles appear regularly assisting the not so well travelled or interstate enthusiast to pinpoint the location of the steam action.

Another plus for me was the total lack of music – just pure CD quality stacktalk. Steam Media have never used music in any of their 13 productions. I'm sure this contributes to their popularity, as I've seen many a steam tape ruined by inappropriate music drowning out the loco beat.

Over 50 different operations are covered by the tape, including the ARHS's Wakool tour with R711 and Y112, the *Millennium Aurora* tour when ex-NSWR locos 3801 and 3830 visited Victoria, J515 meeting the Olympic torch, *Puffing Billy* centenary celebrations, the BPR Easter extravaganza, 'Super' R711 running the world's fastest scheduled steam passenger express trains to Warrnambool and Echuca excursions, D^{3}639 and K190 double-heading to Robinvale as well as cab rides on K160, PB15 454 and R711.

There is a superb selection of sunset shots featuring R711 in golden glint sunlight. These rival any of the best footage from tapes produced worldwide. If you think that is a bold statement, just wait until you see R711 speed by at over 100 km/h bathed in a golden glow not just once but five times.

Infrastructure is not ignored as we go inside signal boxes to watch the frame being worked, see interlocked gates and sight many semaphore signals and station buildings as well as some of the state's few remaining steam loco servicing facilities.

Selecting favourite scenes was a very difficult choice. My top four were: J515 early morning at Kilmore East with a superb steam trail; Y112 perfectly reflected in the water of the Wakool River; R711 at sunset near Manor appearing from seemingly nowhere with a puff of black smoke and R761 swathed in steam slugging away from the Cairn Curran reservoir.

Steam Media were the first Australian steam video tape producer to go totally digital five years ago and have continued to take advantage of this technology to present superbly sharp images in a very memorable tape.

SWANSTON STREET TRAM STOP CLOSES FOR SUPER STOP

Since Mon.7.1, the Swanston Street tram stop located between Flinders Street station and Federation Square has been closed to the public so that it can be rebuilt as a Super Stop (the first on the M>Tram network).

M>Tram staff are manning the closed stop and directing passengers to the temporary stop opposite St. Paul's Cathedral.

ALICE SPRINGS - DARWIN RAILWAY UPDATE

By the last quarter of 2001, the following progress had been made on the Alice Springs to Darwin railway:

Earthworks: As at the end of October 2001, 247 km of the corridor had been cleared and 187 km of embankment had been built.

First rail delivered: The first 2 000 tonnes of 145 000 tonnes of rail left OneSteel in Whyalla on Wed.14.11 and arrived at Roe Creek (20 km south of Alice Springs) on Thurs.15.11.

Roe Creek has been leased to Asia Pacific Transport by the NT Cattlemen's Association and will become the transhipment point for weekly Australian Southern Railroad trains. The rail will be loaded onto Sling Shot haulage road trains and taken to construction camps in Katherine and Tennant Creek in 27.5 metre lengths. These rails will then be welded into 357 metre lengths and then transported by rail to the work site once track laying commences in April 2002.

Sleeper factory starts production: The first concrete sleeper was poured on Tues.6.11 at the Katherine sleeper factory as a part of trials to mark the start of the production process. Peak sleeper production is scheduled to be achieved by February 2002.

First bridge beams leave Darwin: The first concrete pour associated with the production of the first pre-stressed concrete bridge beam occurred on Wed.7.11 at NT Prestressing's Berrimah yard.

The plan is to produce three of the 27 tonne beams a day, seven days a week until the end of November 2002, then change to five days a week until June 2003.

The first road train sized prestressed concrete beams left Darwin on Thurs.15.11 bound for Katherine.

Contract awarded for sheds: Darwin company Allbuilt won the $1.3 million contract to design and construct locomotive sheds at Katherine and Tennant Creek. This company also picked up the work to build equipment sheds, concrete footings for gantries and concrete work for the welding area.

GRANVILLE ANNIVERSARY

The 25th anniversary of the Granville (NSW) rail disaster in which 83 passengers died fell on Fri.18.1.

A memorial service was held at St. Mark's Anglican Church in Granville on the day. Shortly after the service, relatives and friends of those who lost their lives in the accident cast 83 roses from the Bold Street bridge onto the tracks at Granville.

An inquiry into the accident conducted in 1977 identified inadequate rail maintenance as the reason why the 06 09 train from Mount Victoria derailed and brought down the Bold Street bridge.

LETTERS TO THE EDITOR

Andrew Cook of Bendigo writes:

Referring to the table on the Geelong tram routes in September 2001, NEWSRAIL, I offer the following corrections and additions.

The station line (which also ran along Railway Terrace) was last used on Fri.23.3.1956, not 22.3.

Freight For Interstate

Above: G521-A78-T378 roll 9083 down Deniliquin goods through Sunbury on Fri.27.7.2001
Below: 8170-8216 heading south as they arrive at Cootamundra bound for Melbourne with 4SM3 on Wed.22.11.2000
Both photos D Matham

TAILDISC

The Beach line was used on Sat.24.3.1956, (by bogie tram 33). The date Sun.8.1 was the last day of timetable trams to this terminus, thereafter available for 'as required' trips.

The Newtown and West routes did not terminate at the terminus (as stated) up until the 1952 route changes. Trams on these two lines ran to/from Station or Wharf (later Beach).

The closure date of the Wharf line is unknown but probably in 1939. Trams usually met bay steamers at the (now dismantled) Moorabool Street pier. The last steamer left this pier on Wed.29.6.1938 and if trams still continued to the pier it was to shunt, except for workers and sailors going on to the piers. The Beach line was already in use by the end of June 1940, but was not opened until 19.10.1940. The Wharf line was supposedly torn up at the same period and the rails reused on the Beach line extension.

The first part of the East Geelong line (to Garden Street) actually continued past Garden St in Ryrie Street, terminating in a stub terminus to the west of Conner Street. Geelong trams always carried 'Garden St' on their destination rolls. The extension to Eastern Park in 1930 started from this point.

The South line (to Barwon Terrace and extended later to Belmont) was opened in two stages:

Ryrie Street to Fyans Street – Thurs.11.12.1913; Fyans Street to Barwon Terrace – Wed.24.12.1913.

The last section was delayed waiting further rails to complete the line.

The closure of the Retreat Road and Pleasant Street section of the Newtown line (with its reverse 65 ft (19.8 m) radius curves at three corners) and the opening of a new line over acquired land (an extension of Aphrasia Street to Pakington Street) was not carried out in 1913 as stated. The deviation was cut in on the night of Sat.13.6.1914 after the last tram and the new section was available for the first tram on Sun.14.6.1914.

Over the years there were several changes made to the termini:

Wharf – The original terminus of 1912 was a little short of where MES Co (the tram company) had desired. It was not until 1922 that they were allowed to extend closer to the pier.

The Wharf terminus was unavailable for trams, because of a sewerage drain collapse under the tracks, for eleven months from July 1916 to June 1917, with trams shunting at Malop Street during this period.

West – The 1912 terminus was built to end in a 'Y' terminus short of Church Street. This was part of a plan to extend the line to North Geelong over the old Telegraph Bridge by way of a sharp reversing curve. The tram company abandoned the idea after a dispute with the West Geelong council. In 1922 the 'Y' terminus was made into a loop with a single line stub up to Church Street. This was done to allow the use of trailer cars during peak periods.

Station – This terminus was cut back a little in November 1916 because of changes to the Geelong railway station buildings and platform. In 1949 an attempt was made to cut back the terminus to the east side of Fenwick Street. The Geelong council would only approve a site that would have made the line virtually useless.

North – The North terminus at Separation Street was cut back a short distance in October 1948. This was done after several tram passengers were struck by cars, with north-bound motorists entering Bent Street having a tendency to pass terminated trams on the wrong side. Up until 1934, The Esplanade (on the north line) was called Latrobe Terrace.

Geoff Matheson of Ferntree Gully writes:

In the recent issue of NEWSRAIL was a photo of the late Jim Seletto whom I had the pleasure of having as my fireman on a number of occasions on various steam engines at North Melbourne Loco.

In reference to the whistle blowing in the Hastings area, I'm reminded of the time when driving a down stock special with a T class diesel we had the misfortune to collide with a semi-trailer on the Moorooduc level crossing. The truck struck the T on the fireman's side, forcing us off the track. I will never forget the sound of tearing metal as we went over on our side, my left hand hanging on to the whistle cord and my right hand shutting the diesel down.

We came to rest at an angle of 45 degrees; my first concern was for my fireman, who was OK, but the truck driver unfortunately died.

My guard informed us that it was fatal. The semi-trailer had a full load of screenings and we estimate that he hit us doing about 65 km/h. The cattle had to be persuaded to jump out of the trucks which took some considerable time.

In my 40 years with the railways that was the only time I had to attend the Coroner's Court. The judge's main concern was 'did you blow the whistle?' A farmer gave evidence that he heard the whistle. It was ironical that we only had to go over the crossing and we would then have been at the siding where the stock were to be unloaded.

ODD SPOT

Currently, Amtrak in the United States appears to be the largest operator of dining cars in the world.

There are 16 Amtrak trains offering full-service diners that are supported by a fleet of 83 dining cars consisting of 57 double-deck *Superliners* and 26 single-level *Heritage Fleet* cars.

Where is it?

Last month's answer:
The station in the photo is at Beaufort.

This month's question: Lloyd Holmes admires the plush corridor lighting, carpet and paintwork on the fifth floor of Melbourne's Grand Hotel. What old railway building is he in?

— The — CLASSIFICATION YARD

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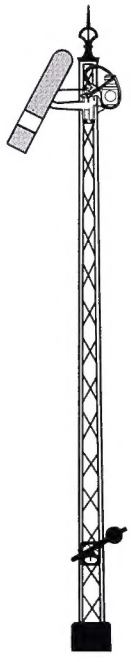

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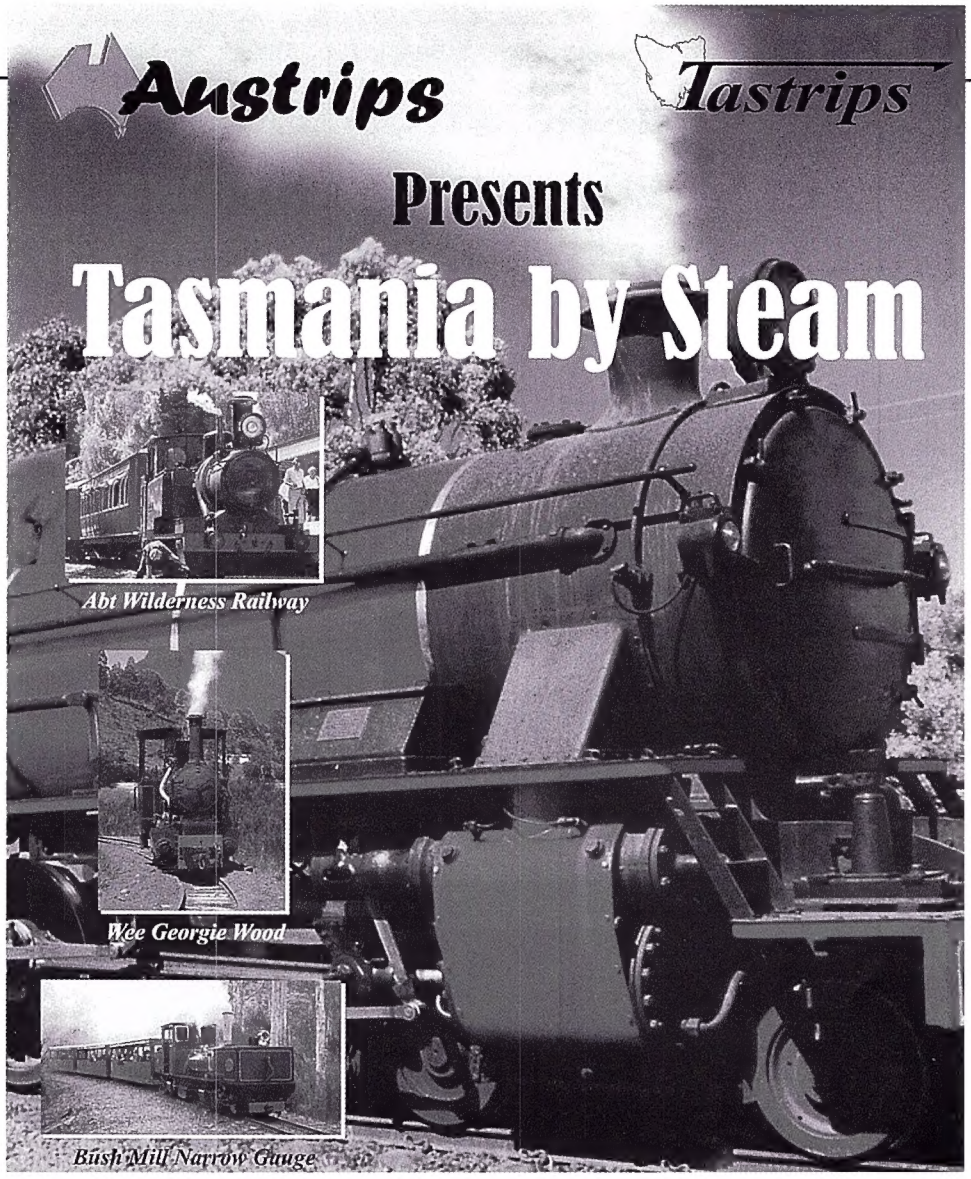

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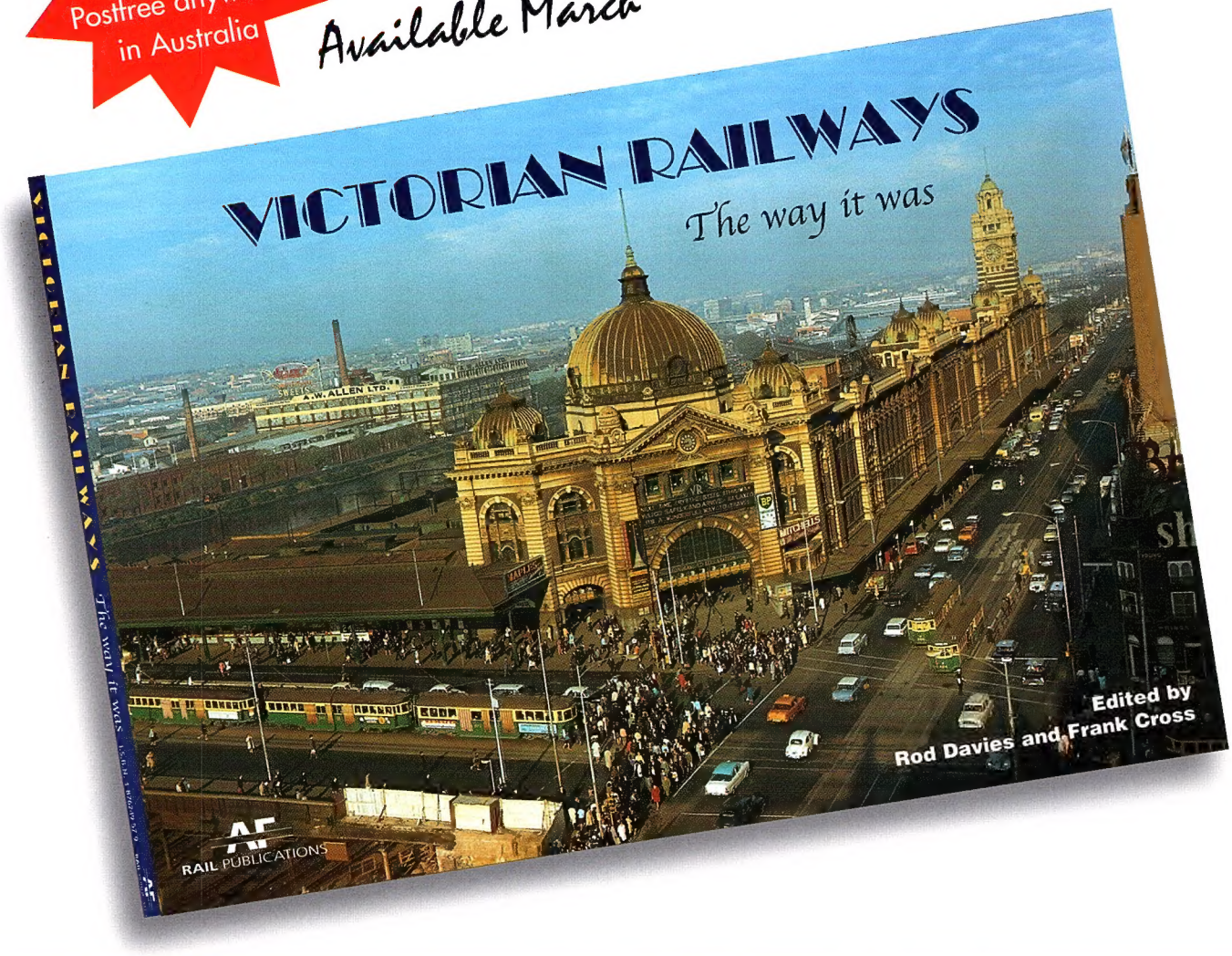

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